

MARION

Early Design Guidance
December 19, 2017

SDCM# 2027315

nbbj

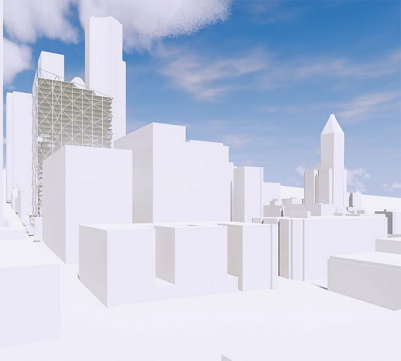




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Project Team

Client/Ownership	Urban Visions
Architecture	NBBJ
Structural, Civil	MKA
MEP, IT	WSP
Enclosure	Morrison Hershfield
Parking	Graelic
Vertical Transportation	Lerch Bates
GeoTech	Hart Crowser
Land Use	McCullough Hill Leary, PS
Landscape	Site Workshop
Sustainability	O'Brien & Company
Pre-Construction	Sellen



CHAPTER 1 : *Development Objectives*

Project Goals

EXPRESS THE STRUCTURE

Be true in revealing what makes the building work

EMPHASIZE HEALTH (PHYSICAL & ORGANIZATIONAL)

Maximize occupant access to daylight with great floor visibility and flexibility

PROVIDE SCALE AND INTEREST

Use the structure to create unique and dynamic facade patterning

ENCOURAGE THE PEDESTRIAN

Introduce height differences, green space, and setbacks to welcome foot traffic

STRESS MOVEMENT

Activate the façade throughout the day with human interaction

TRANSITION TO DOWNTOWN MASSING

Visually connect and contribute to the skyline

SPEAK TO THE BAY

Step the massing to acknowledge proximity to Elliott Bay

Project Description and Vision

The Marion project seeks to develop a new 29-story commercial office building fronting on Third Avenue in downtown Seattle, to include 28 floors of office space of approximately 675,000 SF, six levels of below grade parking, and retail uses at ground level. The team envisions a modern high-performance tower with unique features that respond to the specific site conditions, with a height and proportion that will complement the surrounding urban fabric of tall buildings while contributing to the pedestrian experience at the street and maximizing occupant comfort. The building will be positioned to serve office tenants in the technology sector, with goals to employ ‘smart’ features that will serve to enhance user experience, increase interaction between occupants and their environment, and minimize water and energy usage.

The project development site is the westerly half-block parcel of Third Avenue between Marion and Columbia Streets. The site is currently occupied by two low-rise commercial office buildings to be removed, including: a two-story courtyard structure (Marion Court) at the north that consists of small restaurant, office uses, and an at-grade parking structure; and a three-story office building with an at-grade, covered parking structure at the south. The northern building has an elevated walkway connection over the alley that connects to the Metropolitan Grill building on the opposite side. The bridge is to be removed, and the total area of existing structures to be demolished is approximately 63,000 GSF. The alley will remain intact but is required to be widened as part of the re-development.

There are several specific aspects to the project site that present both constraints and opportunities for the project team, most notably the presence of the metro bus tunnel adjacent to the site under Third Avenue, and the width of the parcel at 111 feet rather than the more typical 120’ width of many downtown half-block parcels. These factors will directly influence the design of the building in terms of structural approach, planned construction methodology, massing, and tectonic expression. The project design seeks to capitalize on these parameters to re-imagine how a tall building can be ‘honestly’ expressive of how it is planned, how it is made, and how it functions – all of which will be demonstrated in

the preferred schemes presented.

The project site sits at the southern boundary of the downtown DOC1 Zone and the adjacent DMC zone where the allowable height changes from unlimited to 340’, and continues to transition to lower heights through the Pioneer Square district. The proposed 29 story tower is lower than most of the surrounding existing structures, and ‘mediates’ this transition to the lower and less intensive uses to the south. The modest height and narrow site proportions together have influenced a simple but elegant massing approach that allows the building to fit compositionally well into its context without being dominating.

The steep grade changes to west along Columbia and Marion Streets together with the low structures on the western portion of the block will make the building highly visible from the waterfront, and emphasize the importance of how the top of the building contributes to the skyline of the area. The envisioned structural design and architectural expression will provide opportunities to articulate the building top, which can be ‘sculpted’ in response to its proximity to Elliot Bay and to the lower southern zones. Occupied rooftop open spaces will provide an amenity to occupants and capture fantastic view opportunities.

A simple parti of a unified tower massing on a two-story scaled podium element provides a clear design diagram, and distinguishes pedestrian and street level functions from the workplace above. A 24’ high extension of the podium to Marion Street will provide both a distinctive lobby space and entry location, while simultaneously holding the street edge and maintaining the important view corridor to the waterfront. The preferred schemes place the building entry near the corner at Third and Marion for synergy with adjacent open corner development such as the Wells Fargo Center across Marion Street. This location also allows for a more contiguous portion of the Third Avenue front for retail and street level uses. Interior retail spaces are envisioned as series of cascading spaces along the slope of Third Avenue; these will support potential planning for an open ‘market’ type retail / restaurant approach, as well as flexibility for direct entries at locations along Third Avenue. Access to the below grade parking and loading functions will be from the

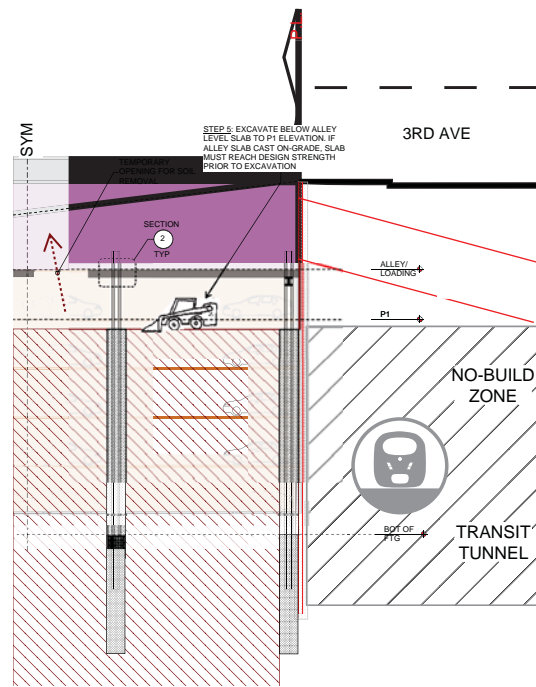
existing alley, which will greatly improve the current conditions by giving back uninterrupted sidewalks around the site.

A principle design driver for the project is the practical reality of the adjacent bus tunnel site condition, which essentially makes a conventional approach to a tall building structure of a central concrete shear-core impractical due to excavation tie-back limitations, space constraints, and the necessity to internally brace the excavation while constructing the below grade levels. As an innovative design response, the preferred approach pushes the structural system to the perimeter of the building, which is then ‘revealed’ in the façade expression as a key visible feature. Through careful study and evaluation, the structural systems will optimized to be as efficient as possible, while also serving as a unique and dynamic textural element to unify the tower massing and create visual interest at an urban scale.

Additionally, the building ‘core’ functions which are typically tied to a structural core, are ‘freed’ up to be located to the side of the building where they can be seen, and to provide wide-open work spaces with increased daylighting and views through the space to the City and Bay.



Metro bus tunnel under Third Ave.



Constructability Analysis for building structure adjacent to bus tunnel



Diagram of zoning height transition at project site

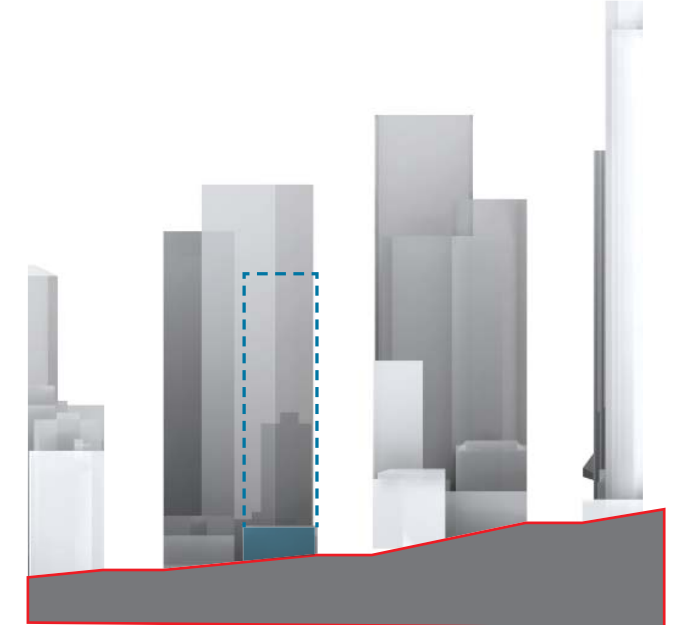
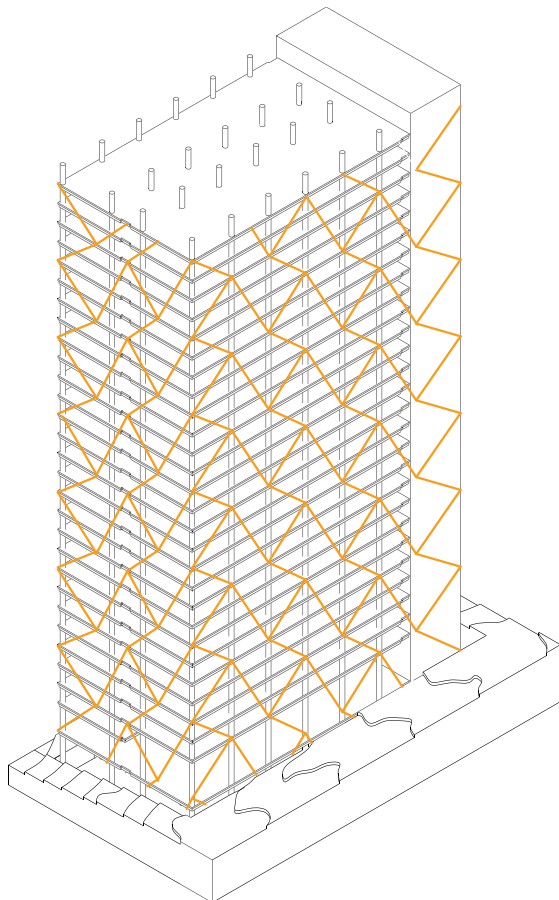


Diagram illustrating relative height & massing of project within surrounding context



Concept of exo-skeleton approach as a response to the site conditions

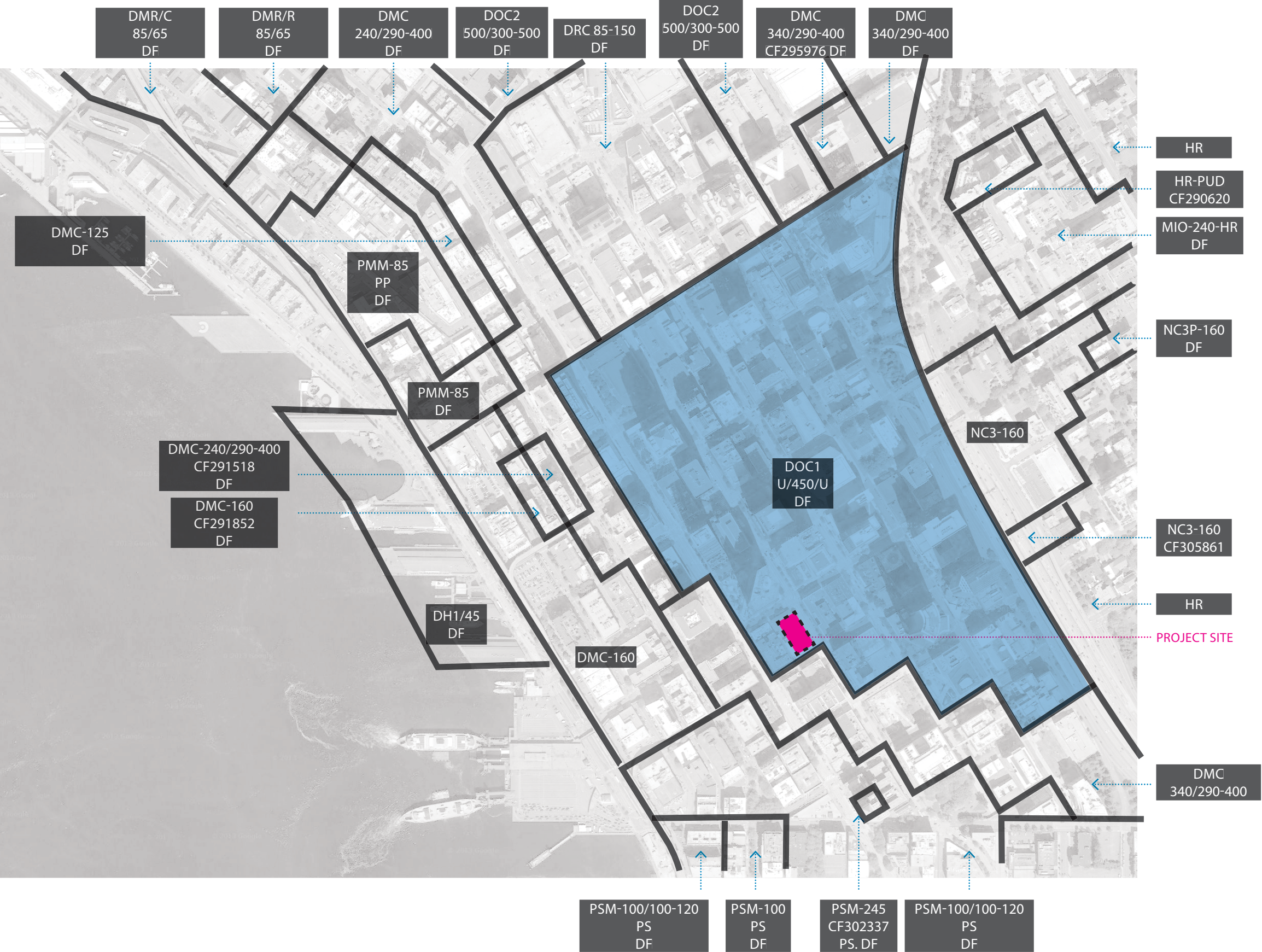


View at Third and Marion illustrating existing corner entry at project site & active / open corner at Wells Fargo Center



View at Second and Columbia showing context of neighboring tall buildings

ZONING DESIGNATION MAP



BELLTOWN
URBAN
CENTER VILLAGE

DENNY TRIANGLE
URBAN CENTER
VILLAGE

DENNY TRIANGLE
URBAN CENTER
VILLAGE





FIRST HILL
URBAN CENTER
VILLAGE

COMMERCIAL
CORE URBAN
CENTER VILLAGE

PROJECT SITE

PIONEER SQUARE
URBAN CENTER
VILLAGE

CHINATOWN INTERNATIONAL
DISTRICT URBAN
CENTER VILLAGE

-  PRINCIPAL TRANSIT STREET
-  PRINCIPAL ARTERIAL
-  MINOR ARTERIAL
-  VIEW CORRIDORS

Project 3027315

Preliminary Assessment Report
Assessment Completed: 5/4/2017

Address

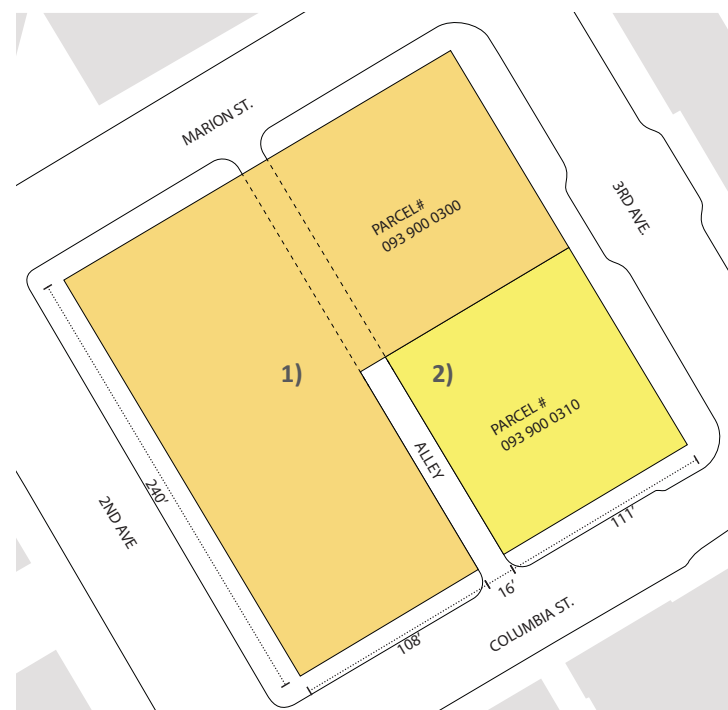
801 Third Ave
Seattle, WA 98104

Parcel Numbers

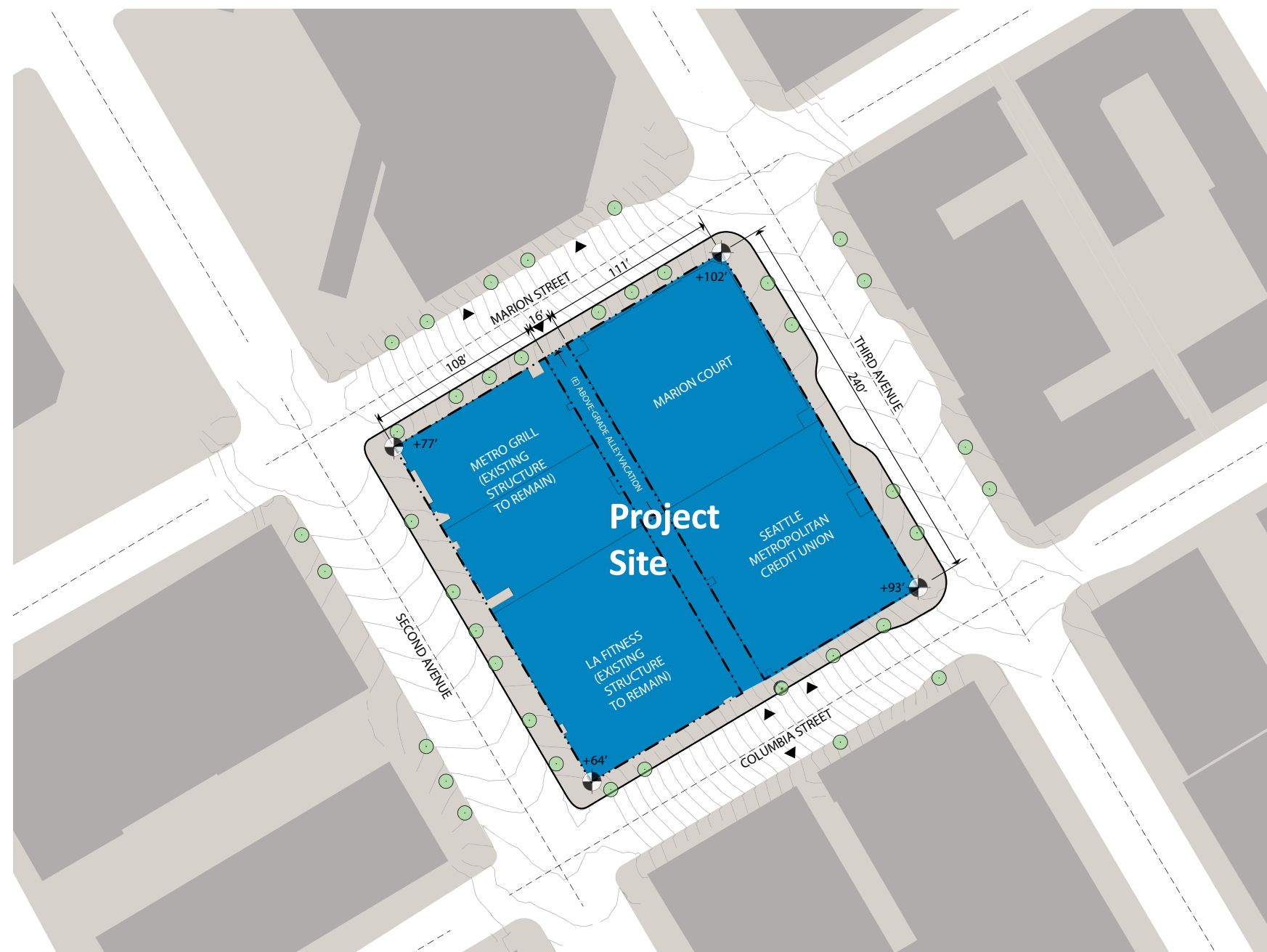
- 1) 093 900 0300
- 2) 093 900 0310

Legal Descriptions

- 1) Parcel 1: 093 900 0300
 - a. Owner: D LLC
 - b. BOREN AND DENNYS ADD LOTS 1 THRU 5 & LOT 8 BLK 7 TGW VAC ALLEY AS VAC BY CITY OF SEATTLE ORD NO 106456 LESS PORS THOF FOR 2ND & 3RD AVENUES
- 2) Parcel 2: 093 900 0310
 - a. Owner: D LLC
 - b. BOREN AND DENNYS ADD LESS ST



Parcel Plan



Site Plan

CW:clb:
22-77

ORDINANCE 106456

AN ORDINANCE vacating a portion of the Alley in Block 7, Plat of the Town of Seattle As Laid Out On the Claims of C. D. Boren & A. A. Denny, on petition of 804 Second Avenue Corporation.

WHEREAS there has been filed with the City Council the petition of 804 Second Avenue Corporation (City Comptroller's File No. 282758) for the vacation of a portion of the Alley in Block 7, Plat of the Town of Seattle As Laid Out On the Claims of C. D. Boren & A. A. Denny, as therein fully described; and

WHEREAS at the hearing on said petition on the 14th day of March, 1977, said petition was duly granted by the City Council; and

WHEREAS, pursuant to R.C.W. 35.79.030, the petitioner has paid to the City \$10,250 on April 21, 1977, which amount is one half of the appraised value of the property to be vacated, according to an appraisal obtained by the City Engineer; Now, Therefore,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

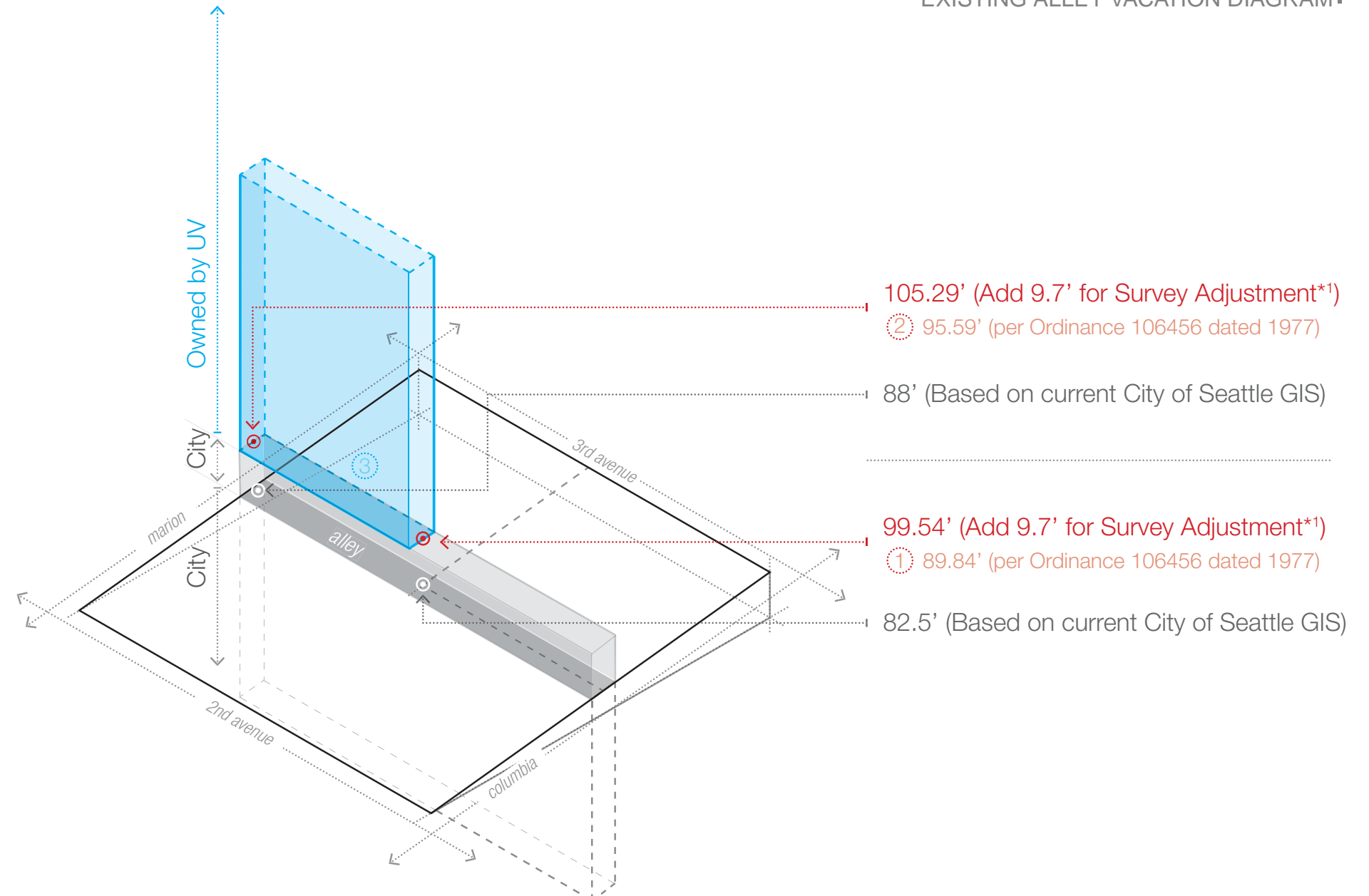
Section 1. That

Portion of the Alley in Block 7, Plat of the Town of Seattle As Laid Out On the Claims of C. D. Boren and A. A. Denny, as recorded in Volume 1 of Plats, page 27, Records of King County, Washington, being that portion of the alley between 2nd Avenue and 3rd Avenue, from the production northeasterly of the southeasterly line of Lot 4, said block, to the southeasterly line of Marion Street, said portion lying ABOVE THE FOLLOWING DESCRIBED PLANE: beginning at the production northeasterly of the southeasterly line of said lot, said produced line being at an elevation of 89.84 feet City of Seattle datum; thence northwesterly to the production northeasterly of the southeasterly line of the northwesterly 31.04 feet of Lot 1, said block, said produced line being at an elevation of 93.57 feet City of Seattle datum; thence northwesterly to the southeasterly line of Marion Street, said southeasterly line being at an elevation of 95.59 feet City of Seattle datum;

be and the same is hereby vacated, reserving to the City of Seattle the right to make all necessary slopes for cuts or fills upon the above described property in the reasonable original grading of any street or alley abutting upon said

-1-

CBS 15.2



Existing Alley Vacation

The project site includes an existing above grade alley vacation for the north half of the site with unlimited height restrictions. The City of Seattle owns the alley itself for about 17ft above the ground and the space below.

Ordinance 106456 dated 05/16/1977

Note:

*1) In 2003, Seattle adopted the NAVD88 Datum for Elevations and Coordinates. This datum is +9.7ft apart from the City of Seattle Datum, which is the system referenced in the Ordinance 106456.

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SITE ADDRESS, ZONE:

ADDRESS:

- 801 3rd Ave. Seattle, WA 98104

ZONE:

- Downtown Office Core 1 (DOC 1 U/450/U)
- All uses shall be permitted except those specifically prohibited in 23.49.044, and parking regulated in 23.49.045.

HEIGHT, FAR, FLOOR AREA LIMITS:

HEIGHT: 23.49.008.A

- Base height unlimited for nonresidential uses
- Must meet criteria for Airport Height Overlay District per 23.64

FAR: 23.49.011.A+B

- FAR Base = 6; Max = 20
- FAR Exemptions:
 - Street-level uses; Child care; Human services; Residential; Live-work units; Museums; Performing arts theaters; Below grade uses; Short-term residential accessory parking; Public benefit floor area; Public restrooms; Commuter shower facilities
 - Allowance for mechanical equipment = 3.5% of chargeable
 - GFA after exemptions have been deducted
- BONUS: 23.49.012
 - Bonus FAR achievable to Max FAR with performance and/or payment options.
 - The first increment of chargeable area above base FAR shall be gained through regional development credits per 23.58A.044 + 23.49.011A.2
 - Transfer Developments Rights per 23.49.014.
 - Bonus floor area for amenities (see Table A for 23.49.013): Public open space; Urban plazas; Parcel parks; Public atrium; Green street improvements; Green street setbacks; Hillclimb assist. Must meet criteria for the Downtown

FACADE WIDTH & MODULATION, VIEW CORRIDOR, OPEN SPACE, COMMON AREA:

FACADE WIDTH & MODULATION: 23.49.058

- Facade modulation is required above 85' above the sidewalk for any portion of a structure within 15' of a street property line (see Table 23.49.058A); none required if greater than 15' from a street property line.
- On lots where the width and depth of the lot each exceed 200', the maximum width for any portion of a building above 240' shall be 145' along the N/S axis

VIEW CORRIDOR: 23.49.024

- Per Map 1D, Marion St. has view corridor setback requirements: For half of the block adjacent to 3rd, the min. setback from property line is 20' occurring at a max. 24' elevation above sidewalk. For half of the block adjacent to 2nd, the min. setback from property line is 20' occurring at a max. 36' elevation above sidewalk (see Table for Section 23.49.024C and Exhibits 23.49.024C & 23.49.024D).
- Columbia St. is part of a view corridor with no setback requirements. 2nd and 3rd Avenues are not part of a view corridor.

OPEN SPACE: 23.49.016

- Open Space in the amount of 20 s.f. per 1,000 s.f. of office for projects with > 85,000 s.f. of GFA. May be private or public open space; must meet Downtown Amenity Standards

STREET LEVEL USES, ALLEY WIDTH, SIDEWALK WIDTH, OVERHEAD PROTECTION & LIGHT-

STREET-LEVEL USES: 23.49.009

- Per Map 1G, 3rd Ave. has a requirement for street-level use (2nd Ave., Marion St., & Columbia St. have no requirement).
- Thus a minimum of 75% of frontage at street-level must be occupied any of the following uses within 10' of sidewalk: General sales & service; Human service & childcare; Retail sales; Entertainment uses; Museums; Libraries; Schools; Public atriums; Eating & Drinking establishments; Animal shelters.

ALLEY WIDTH IMPROVEMENTS: 23.53.030

- Per Table A, minimum alley width to be 20' . 2' Reduction from westerly property line @ alley

SIDEWALK WIDTH: 23.49.013

- Per Map 1C, minimum sidewalk width along Marion and Columbia:12'. Along 3rd: 18'.

CURB CUT REGULATIONS: 23.54.030.2

- Number: Per Table C for 23.54.030, 2 curb cuts permitted per street. Downtown, max 2 curb cuts for one way traffic at least 40' apart - may be modified on 'steep slopes'.
- Widths: One-way min. curb cut width: 12' & max. curb cut width: 15'. Two-way min. curb cut width: 22' & max curb cut width: 25' (30' if trucks + cars combined).

OVERHEAD PROTECTION & LIGHTING: 23.49.018

- Continuous overhead protection must be provided on all streets to a width minimum of 8' and height between 10' and 15' above sidewalk, except for areas that abut an open space amenity or driveways. Adequate pedestrian lighting shall be provided at all sidewalks.

STREET FACADE HEIGHT, TRANSPARENCY, LANDSCAPING, SETBACKS:

STREET FACADE HEIGHT: 23.49.056.A

- Class I Pedestrian Streets (per Map 1F: 2nd, Marion, and 3rd) shall have a min. facade height of 35'.
- Class II Pedestrian Streets (per Map 1F: Columbia) shall have a minimum facade height of 25'.

STREET-LEVEL SETBACKS: 23.49.056.B

- Per Map 1H: Marion, 3rd, and Columbia must all meet the requirements of property line facades.
- 0 - 15': No setback limits. 15 - 35': facade shall be located within 2' of the lot line except at public open space and outdoor residential recreation area (see Exhibit B for 23.49.056)

TRANSPARENCY REQUIREMENTS: 23.49.056.C

- 3rd shall have a minimum 60% transparency between 2' and 8' above the sidewalk and have no blank facade more than 15' wide.
- Marion shall have a minimum 60% transparency between 4' and 8' above the sidewalk and have no blank facade more than 15' wide.
- Columbia shall have a minimum 30% transparency between 4' and 8' above the sidewalk and have no blank facade more than 30' wide.
- Blank facade width maximums may be doubled if the Director determines that the blank facade segment is enhanced with visual interest.

LANDSCAPING: 23.49.056.E

- Street trees are required on all streets.

PARKING, BIKES, LOADING:

PARKING: 23.49.019 & 23.54.014

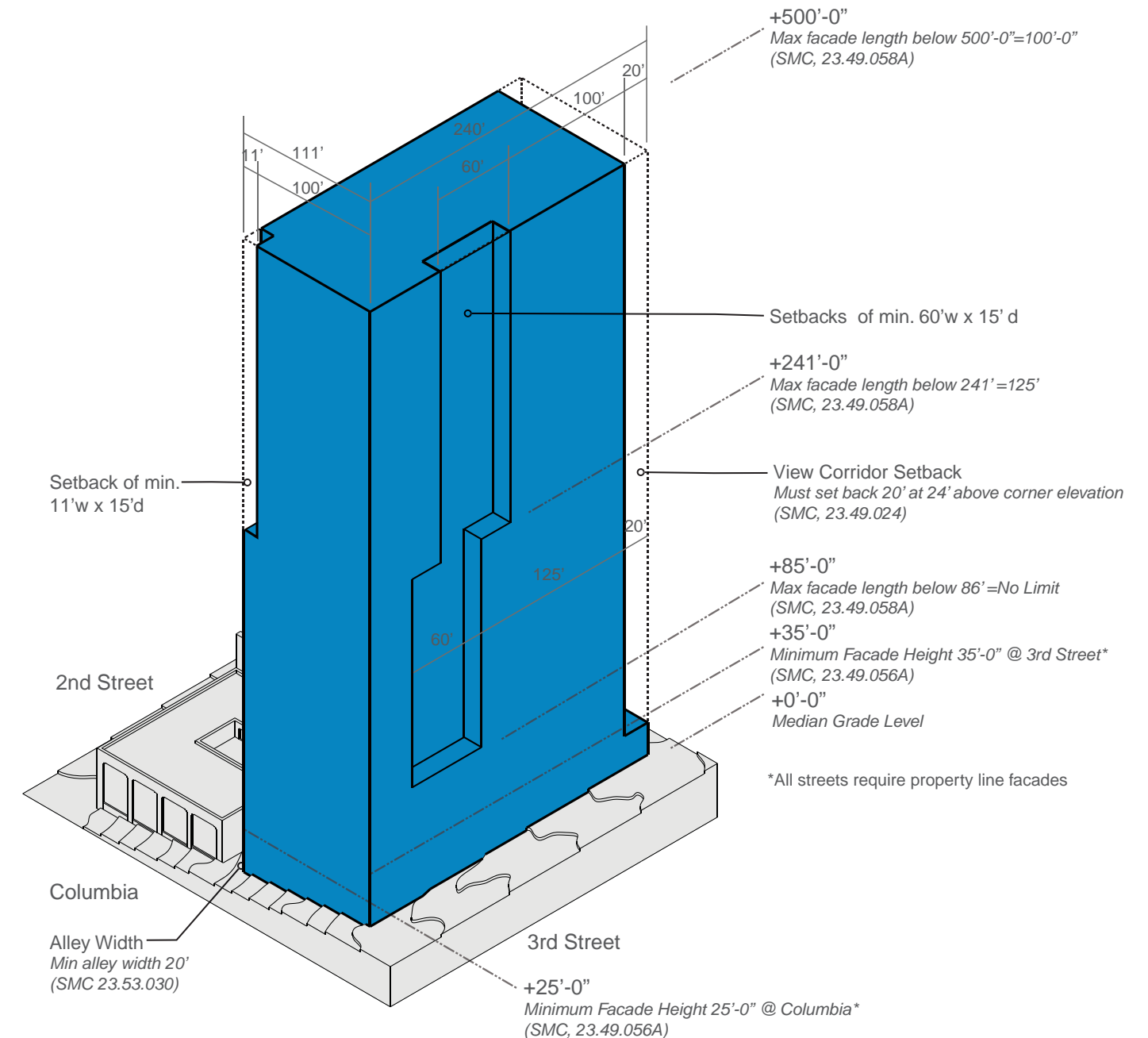
- No long term or short term parking required (per 23.49.019)
- Parking location: No street parking on Class 1 pedestrian streets. Parking on Class 2 pedestrian streets is allowed (per 23.49.019).

BIKES: 23.49.019

- Minimum off-street bicycle parking spaces: 1 space per 5,000 s.f. GFA of office, 1 space per 5,000 s.f. GFA of retail use over 10,000 s.f.
- Bike commuter shower facilities: structures with > 250k s.f. shall provide 1 shower for each gender for every 250k s.f. of use.

LOADING: 23.54.035

- Loading berth quantity: 7 for office (low demand use per Table for Section 23.54.035 A.)
- Loading berth standard dimensions: 10' wide x 14' high x 35' deep (depth may be reduced to 25' for low and medium demand uses per 23.54.035.C.2.c)

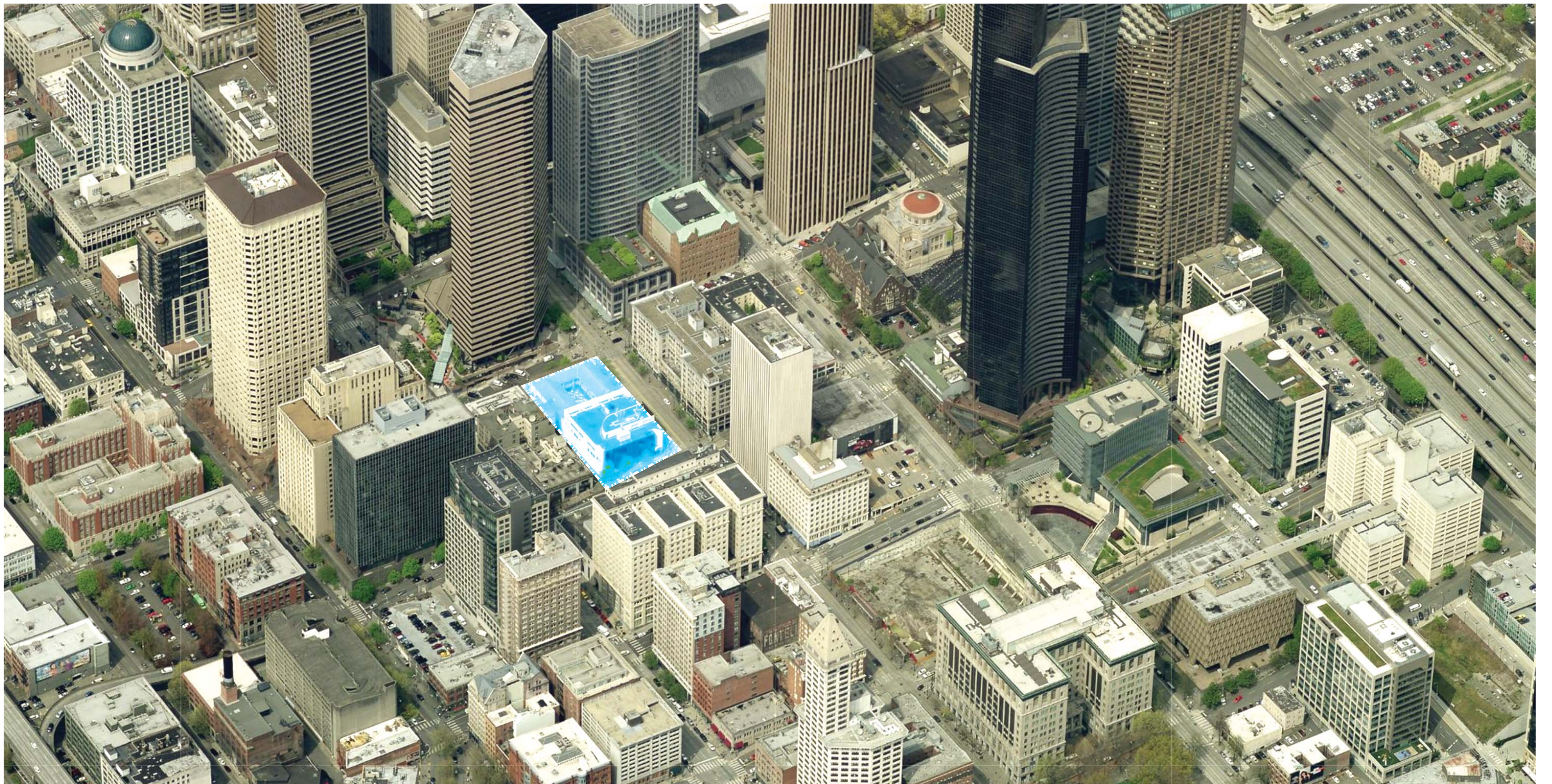


1 DEVELOPMENT OBJECTIVES

- *Aerial Photographs... 16*
- *Adjacent Structures... 18*
- *Zoning and Massing...20*
- *Duality: Urban Condition and Water Expression...22*
- *Flat Roofs...23*
- *Program Analysis...24*
- *Fabric of the City...25*
- *Pedestrian and Vehicle Circulation...26*
- *Adjacent Amenities...27*
- *Walkability and Bikeability...28*



CHAPTER 2 : Context Analysis



AERIAL PHOTOGRAPH FROM SOUTH



AERIAL PHOTOGRAPH FROM WEST



1.



2.



3.



4.



5.



6.



7.



8.

PERIMETER STRUCTURES

1. 1000 2nd Ave
2. Safeco Plaza
3. Seattle Public Library
4. Jackson Federal Building
5. Wells Fargo Bank
6. IDX Tower
7. 901 5th Ave
8. The Exchange Building
9. Norton Building
10. The Rainier Club
11. F5 Tower
12. Columbia Center
13. Seattle Municipal Tower
14. Bank of America Tower
15. Millenium Tower
16. Pacific Building



11.



12.

9.



13.



14.

10.



15.

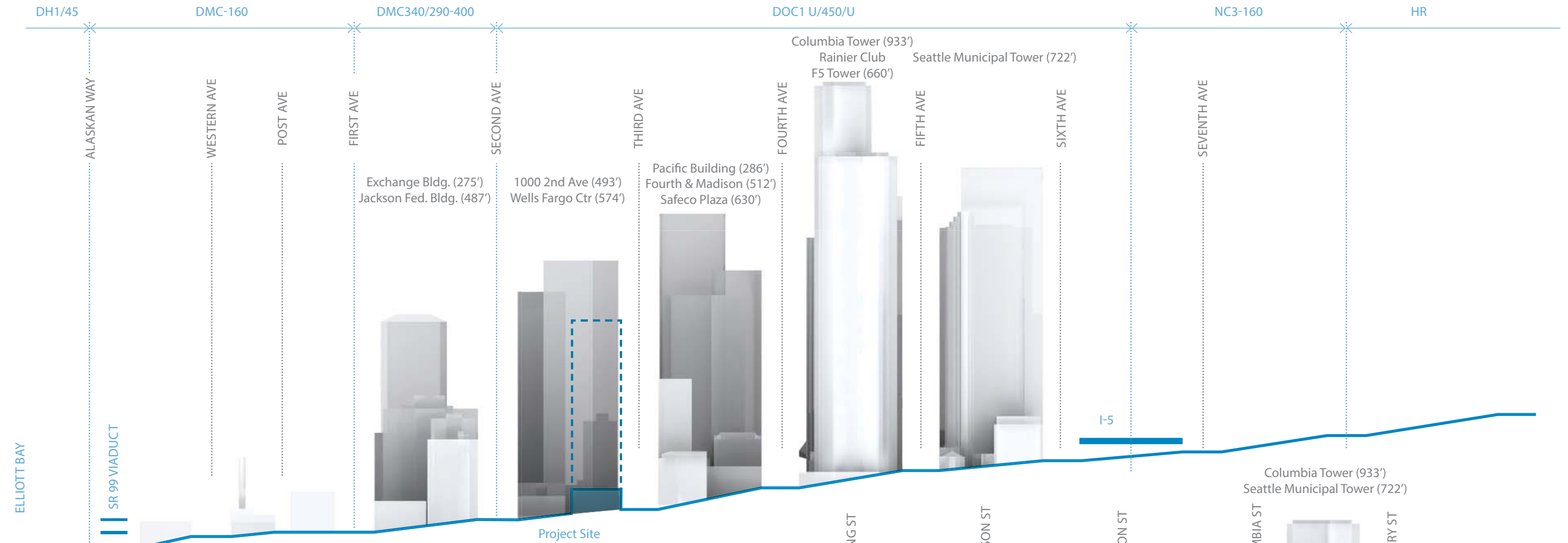


16.

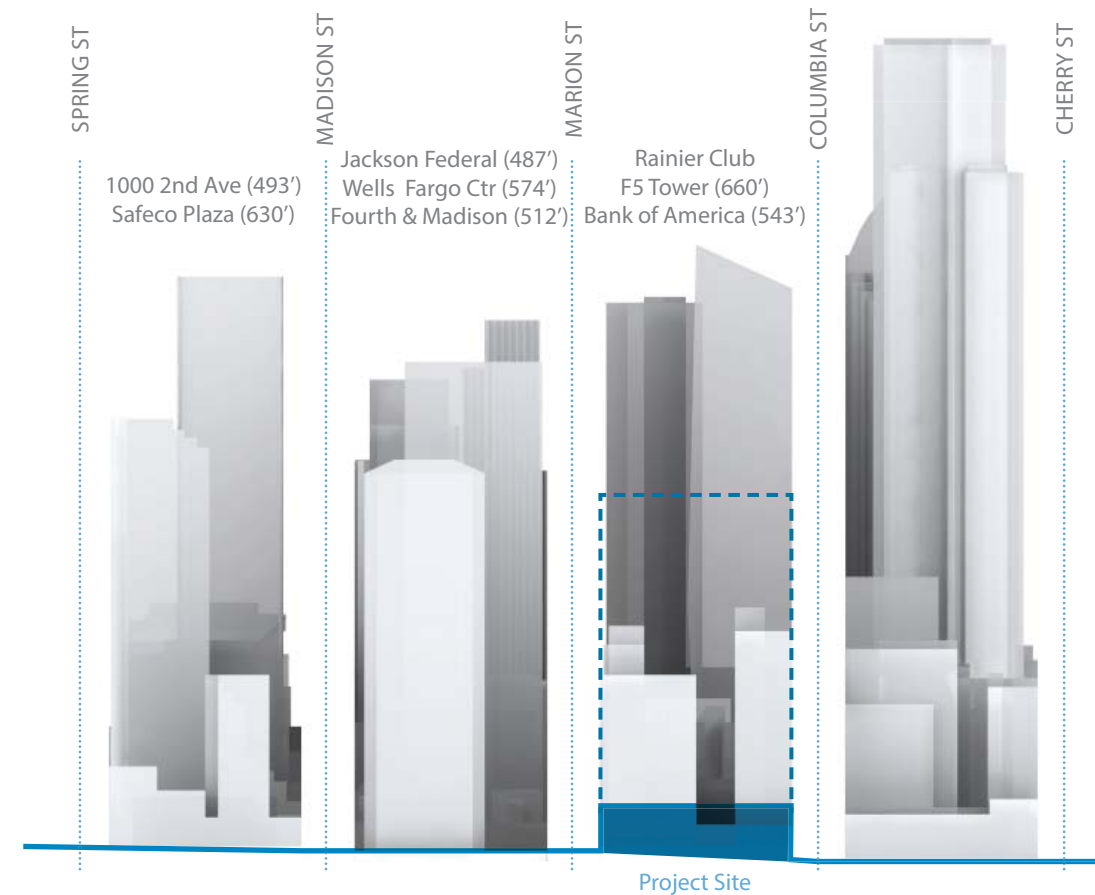


2 CONTEXT ANALYSIS

ZONING AND MASSING

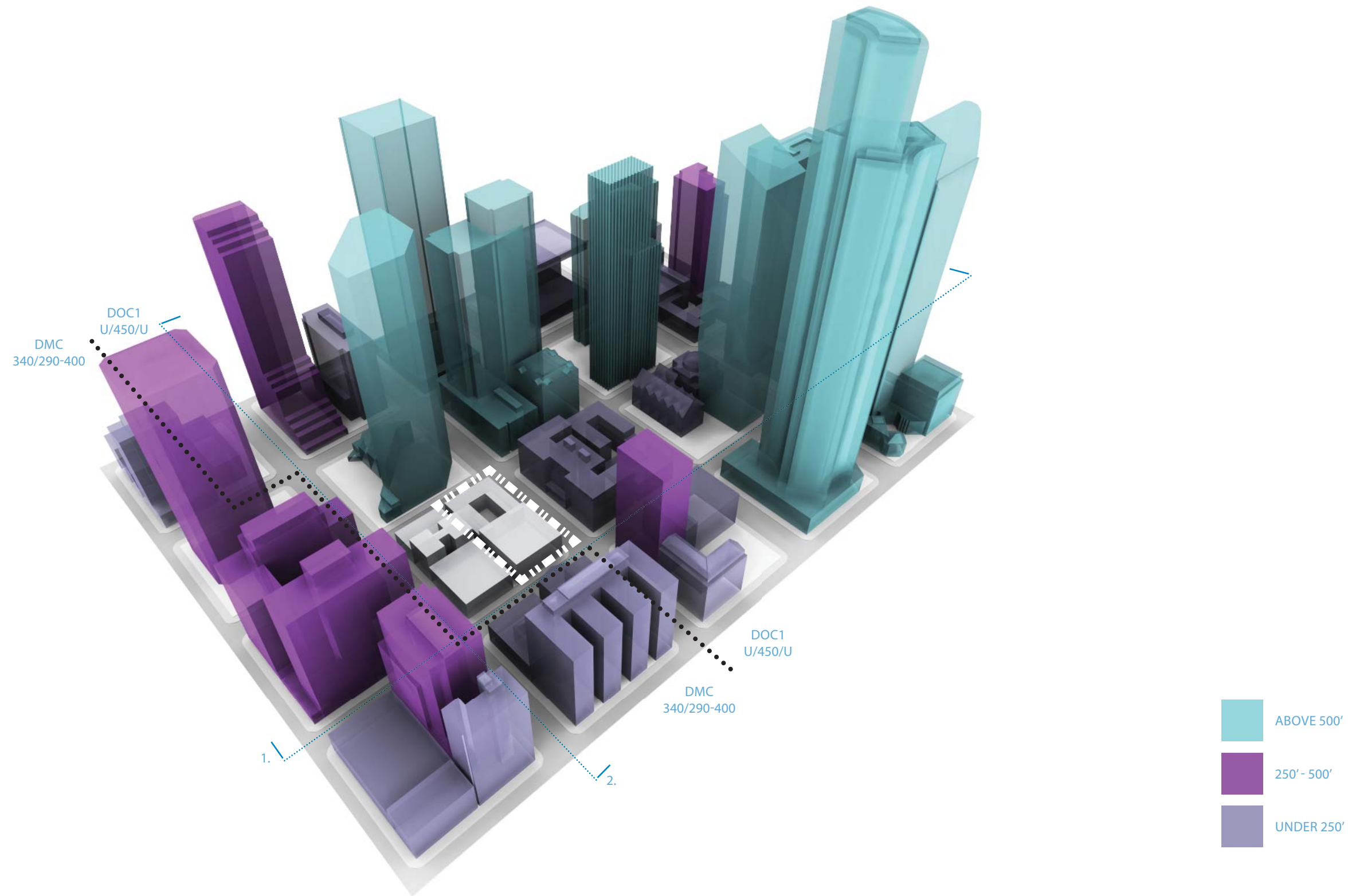


1. E-W STREET SECTION ALONG COLUMBIA

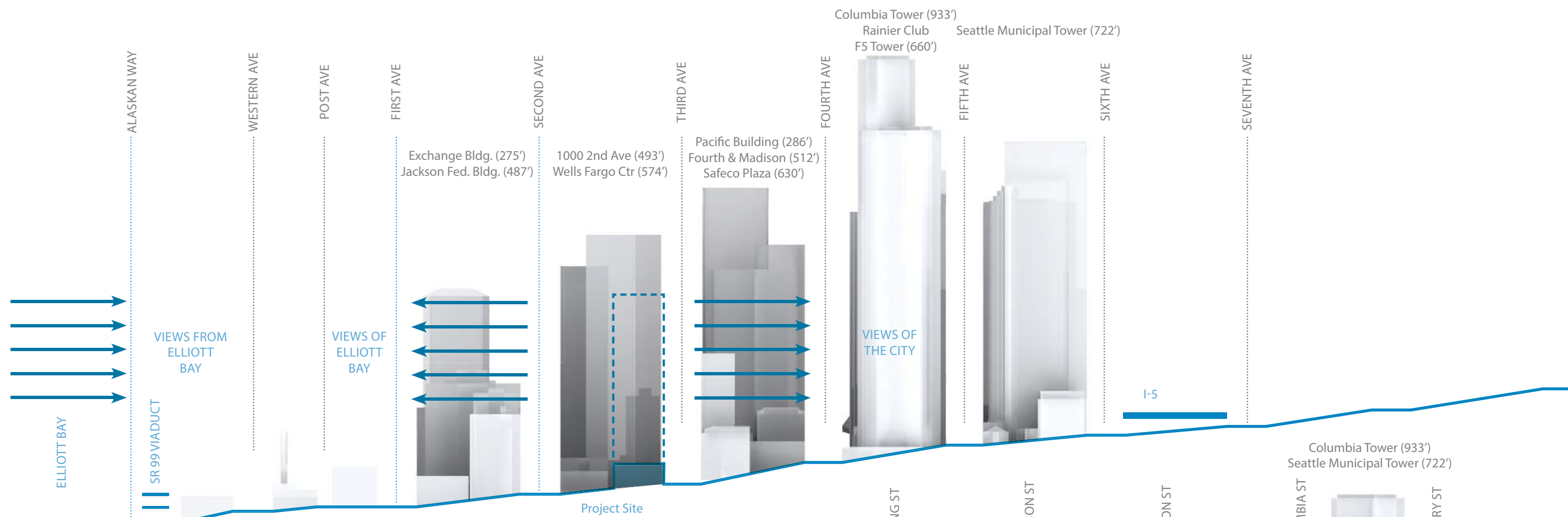


2. N-S SECTION ALONG 2ND

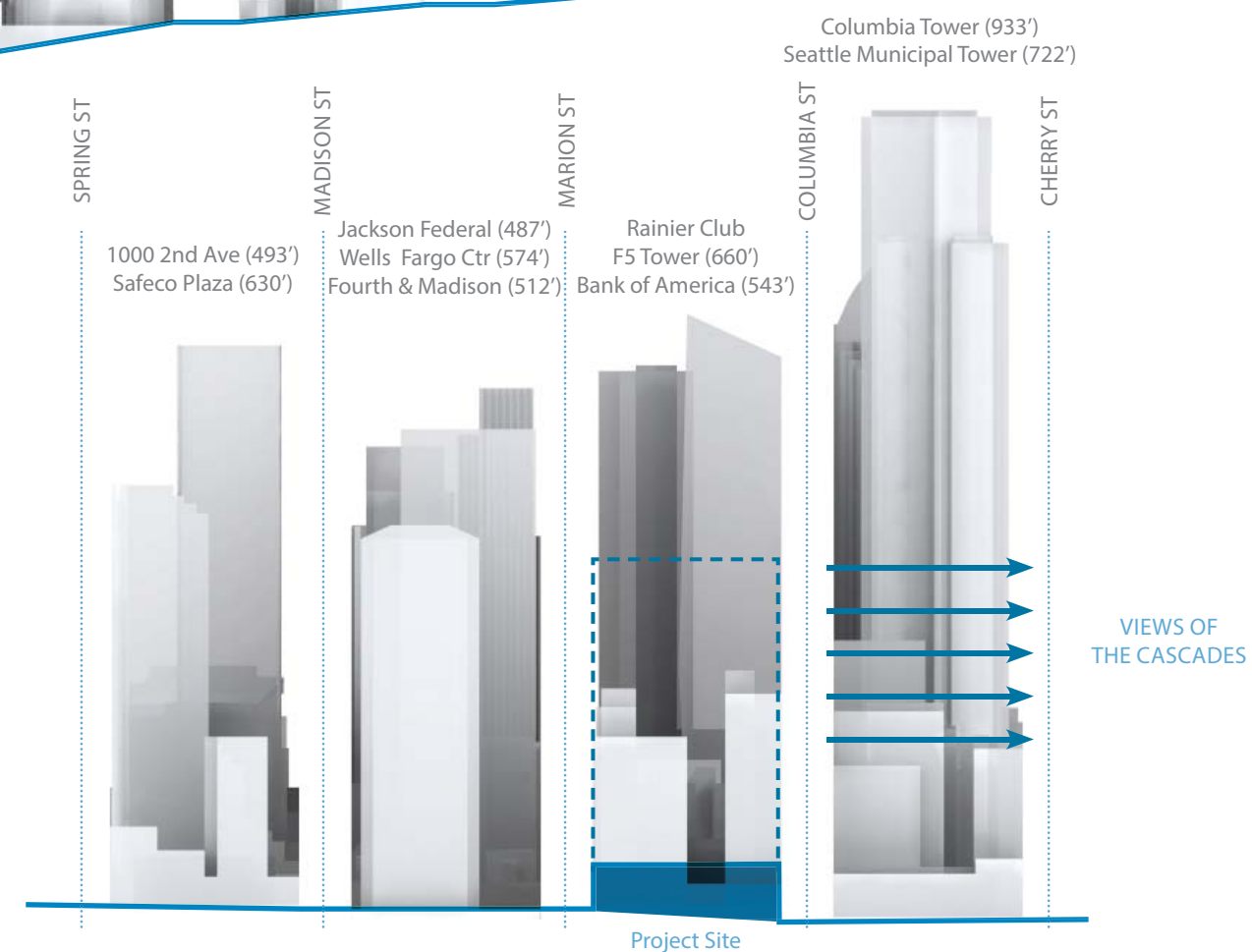
Early Design Guidance



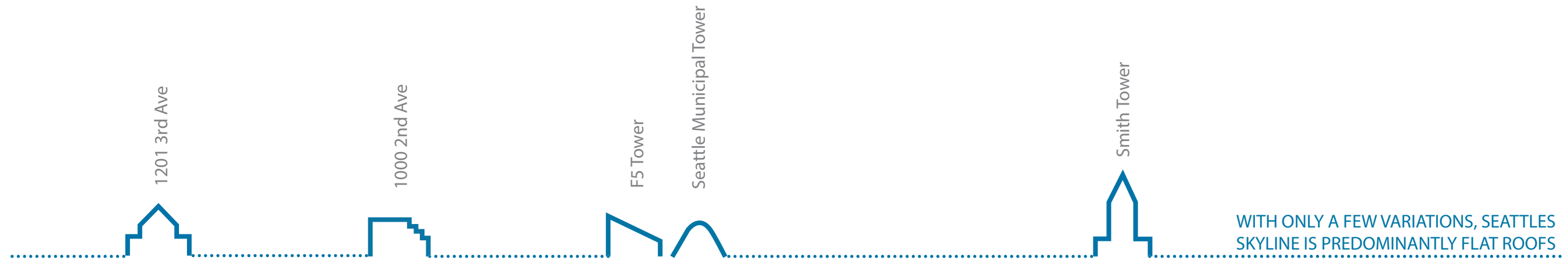
ADJACENT STRUCTURES SHOWING HEIGHT CLASSIFICATION



1. E-W STREET SECTION ALONG COLUMBIA



2. N-S SECTION ALONG 2ND



THE CORE OF SEATTLE LACKS A GRADUAL ESCALATION IN BUILDING HEIGHT

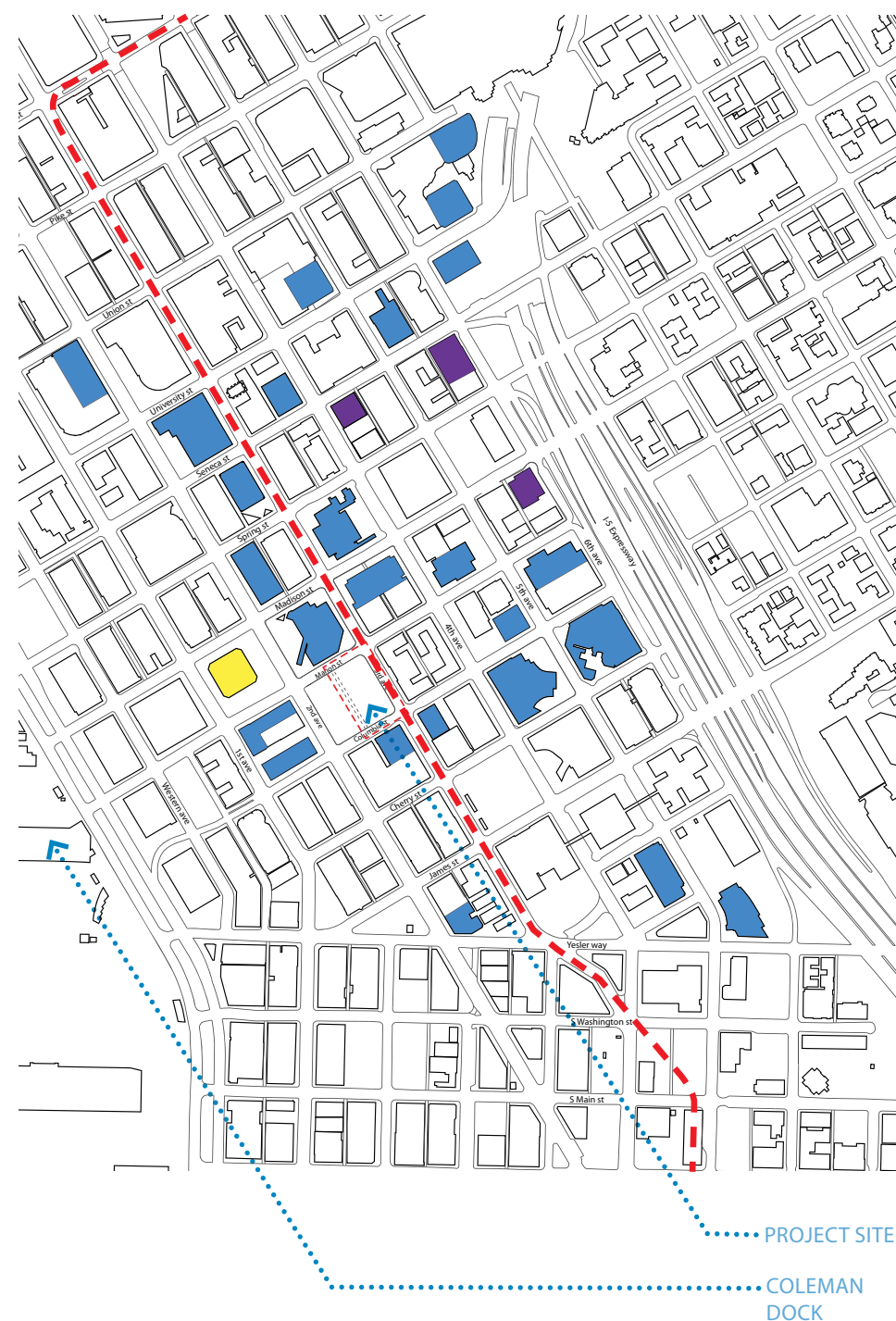
2 CONTEXT ANALYSIS

PROGRAM ANALYSIS

- program types at ground level



- program types at +300'



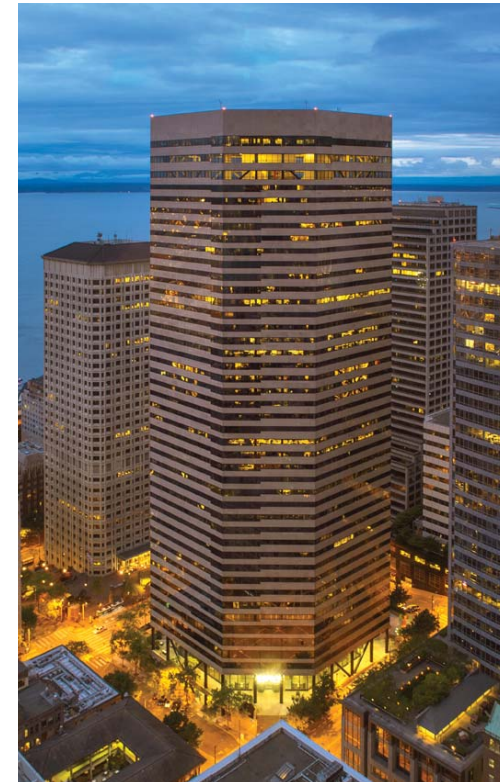
- residential: 1 to 2 floors
- residential: 3 to 5 floors
- residential: 5 and greater floors
- commercial: small scale w/1 to 2 levels
- commercial: medium scale w/3 to 4 levels
- commercial: large scale w/5 and greater levels
- hotels: small scale w/1 to 3 levels
- hotels: medium scale w/4 to 6 levels
- hotels: large scale w/7 and greater levels
- office space: 1 to 6 floors
- office space: 7 and greater floors
- sporting venues
- public services
- cultural institutions
- transportation hubs
- industrial fabric
- unused/undefined spaces
- parking garages
- parking lots
- transportation infrastructure
- city utilities



Seattle Public Library



F5 Tower



Wells Fargo Center



Space Needle



Stadiums

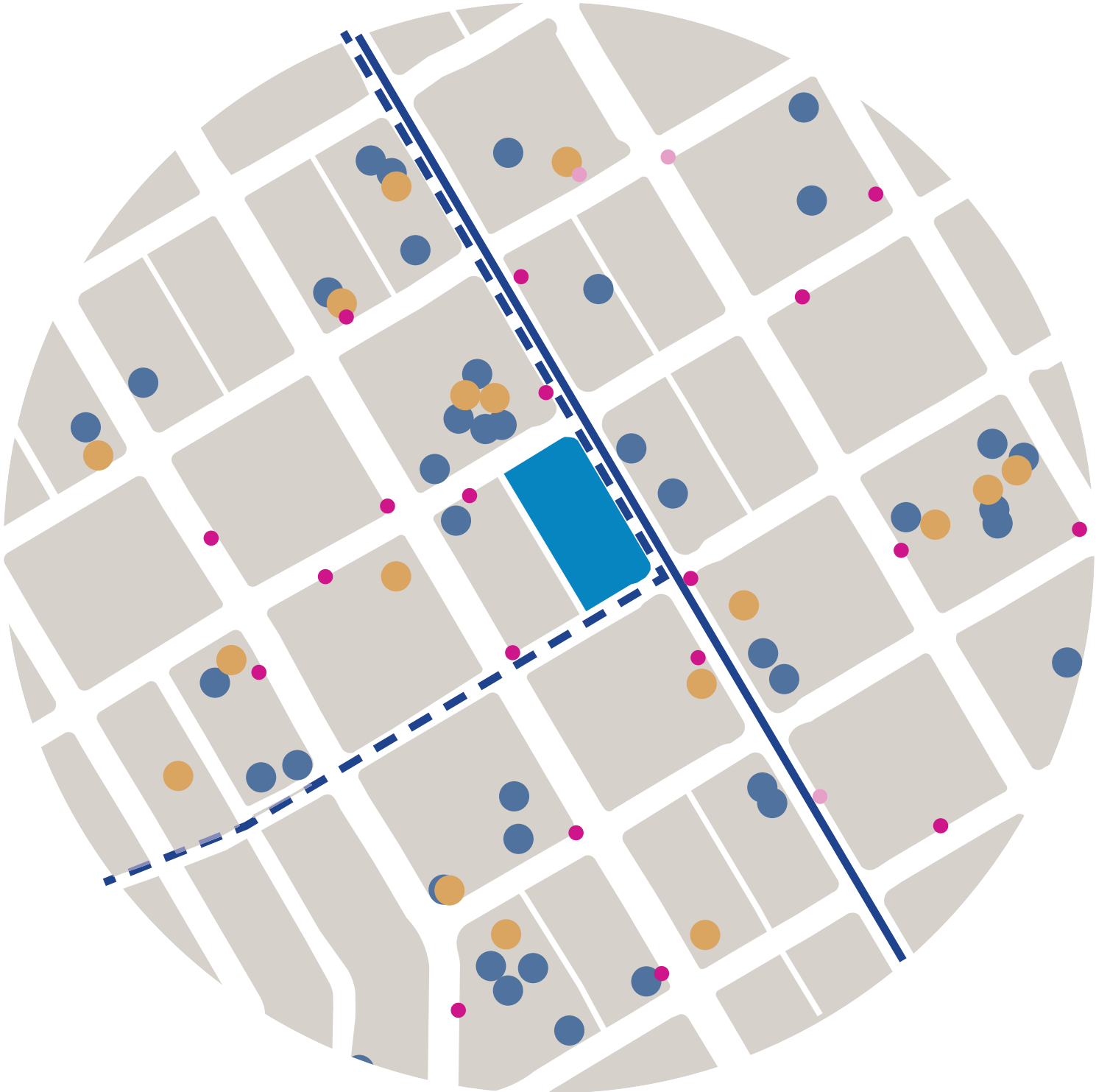
Fabric of the City

The fabric of Seattle is rooted in industry from its piers to its skyline. Structural expressions can be seen in the cranes working the shipyards to the detailing of its office core. The expression of structure is part of Seattle



3rd Avenue and Marion Street

ADJACENT AMENITIES



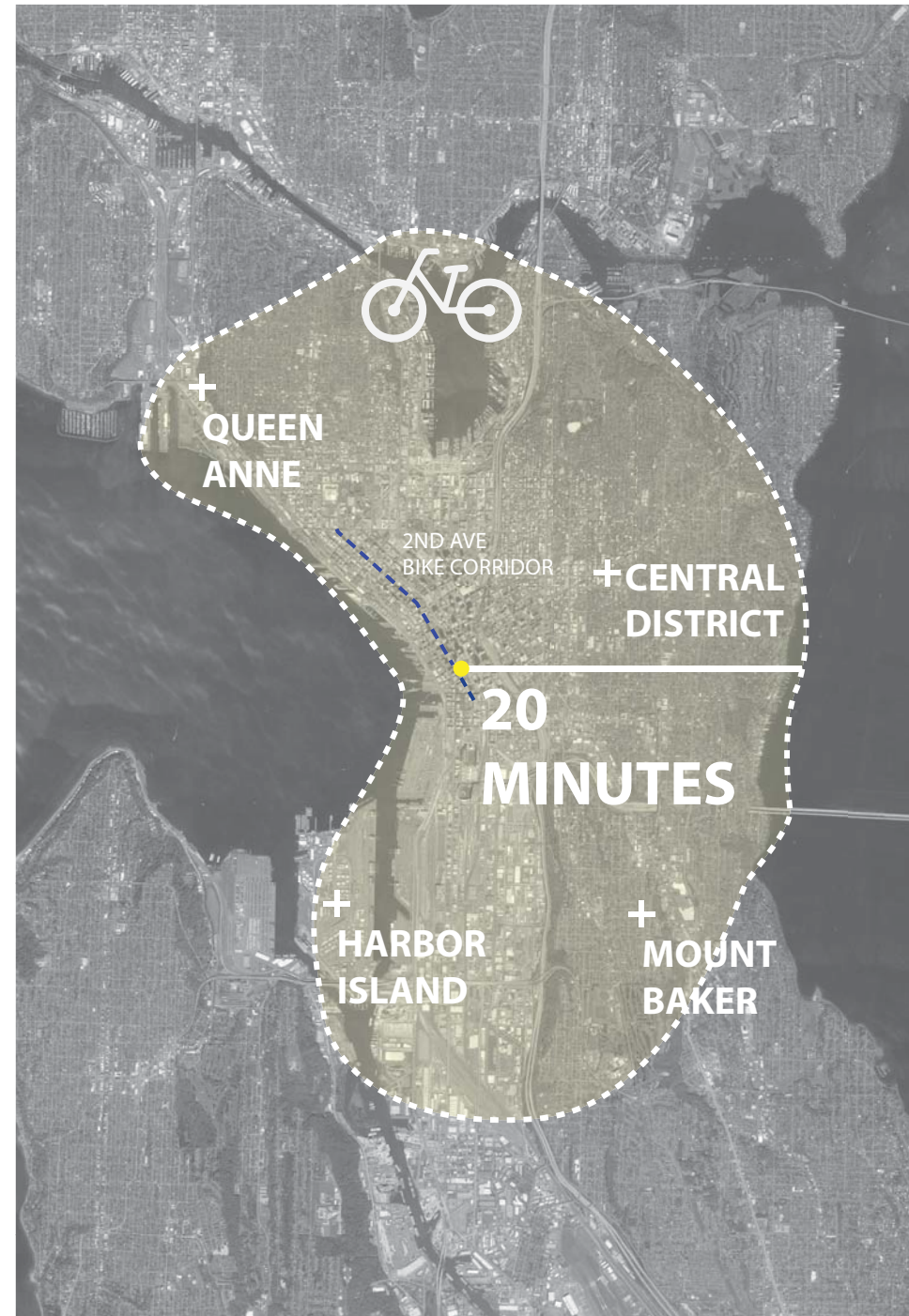
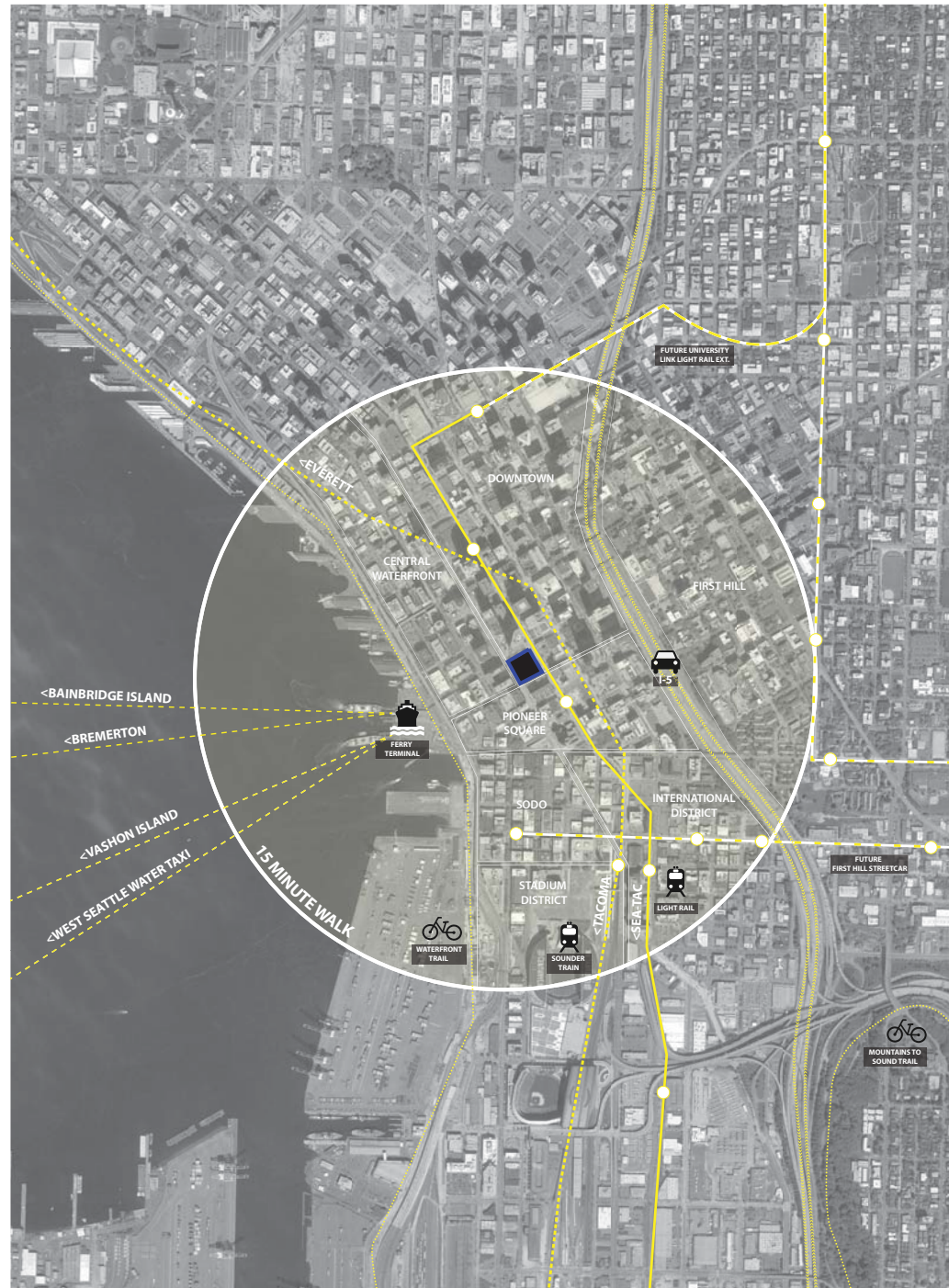
THIRD AVENUE BUS TRAFFIC

Third Ave a high volume bus thoroughfare with both continuous bus routes and bus routes with limited stops

- Bus route makes all regular stops along 3rd Avenue
- Bus route with limited stops along 3rd Avenue
- Bus stops: minor
- Bus stops: major
- Restaurants and places to eat
- Coffee and tea shops
- City fabric



Buses lined down 3rd Ave at Wells Fargo Center



WALKABILITY

- Within a 15 minute walk from the site exist four light rail stops, King Street Station, the ferry terminal, the waterfront trail, and the entire downtown metro bus service - all leading to a Transit Score of 100.
- It is a "Walker's Paradise" with a 98 Walk Score

BIKE-ABILITY

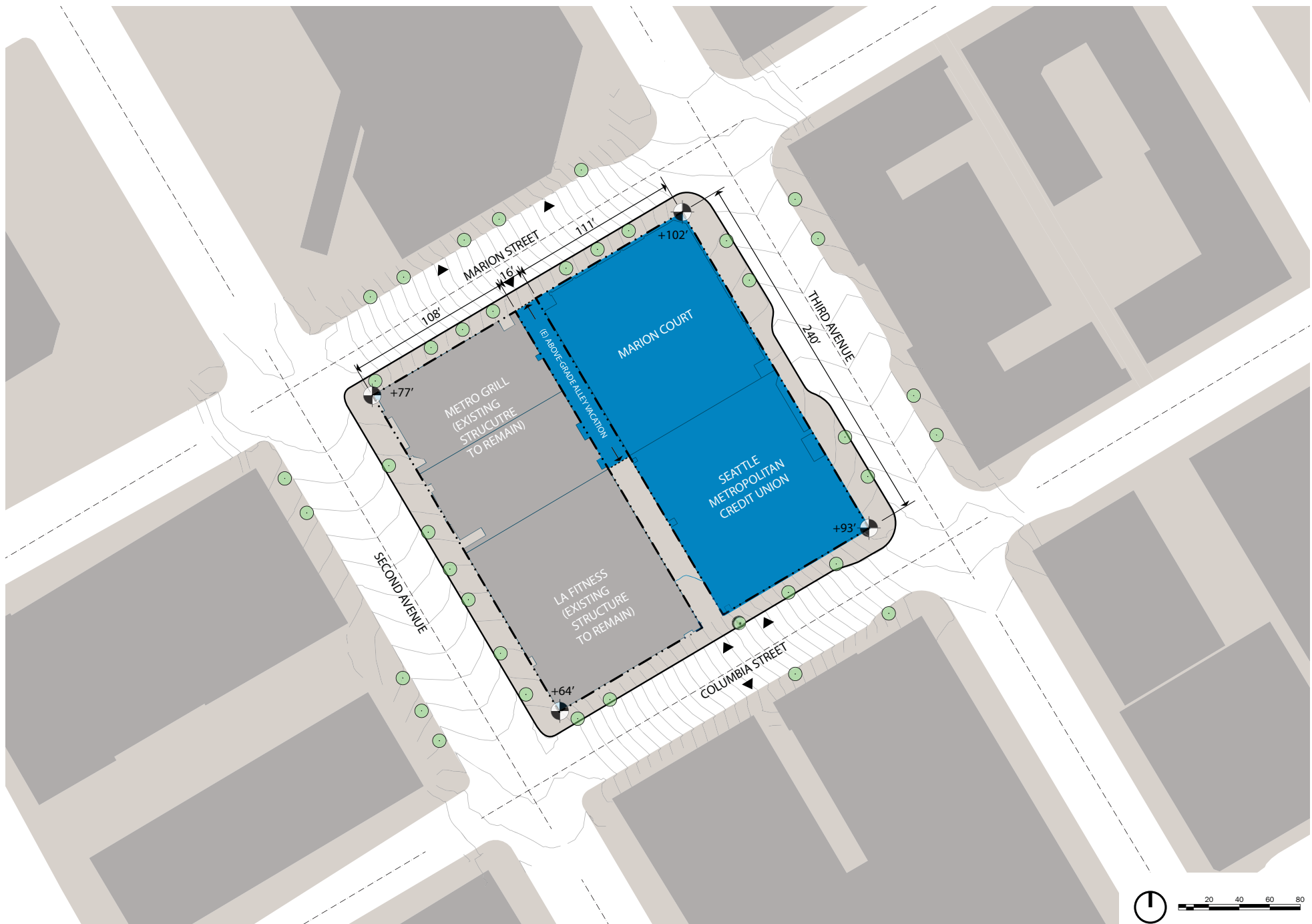
- Within a 20 minute bike ride from the site, one can reach Gas Works Park and the adjacent Fremont, Queen Anne, and Eastlake neighborhoods to the north and Mt. Baker, Beacon Hill neighborhoods to the south.

- *Existing Site...31*
- *Site Corner Photographs...32*
- *Street View Panoramas...33*
- *Structural Analysis of 3rd Street...37*
- *Structural Analysis of Site...38*
- *Climate Analysis...39*



CHAPTER 3 : *Site Analysis*

EXISTING SITE



EXISTING SITE

The existing site houses low-rise buildings containing commercial and office uses, with an on-grade alley through the block. There is significant slope along Marion and Columbia Streets, and less significant slope along Second and Third Avenues. There is over 20' of elevation change between the high corner (Third & Marion) and the low corner (Columbia @ Alley).

EXISTING SITE PLAN



A



B



C



D



KEY PLAN

Early Design Guidance

STREET VIEW PANARAMAS

2ND. AVENUE

Marion Street

Columbia Street



A. 2nd Avenue_facing the site

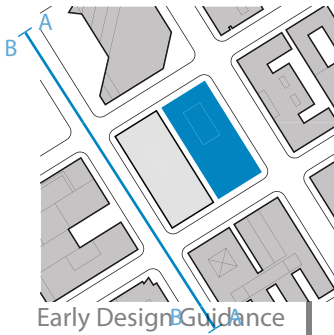
Columbia Street

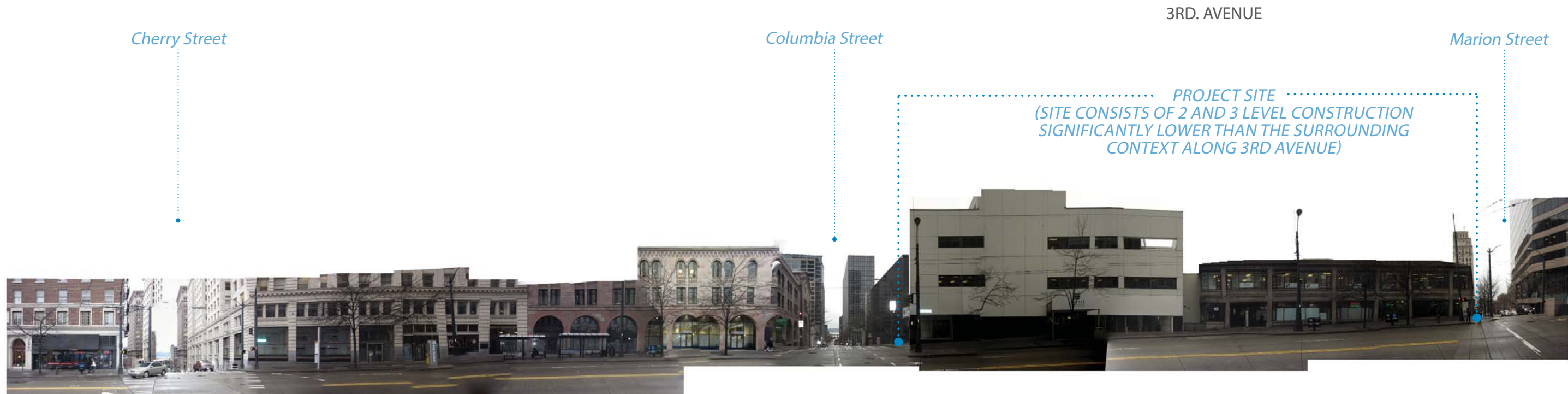
Marion Street



B. 2nd Avenue_facing away from the site

- Multi tenant offices
- Financial services
- Retail (services, restaurants, health clubs)
- Cultural (social services, churches, theatres)





A. 3rd Avenue_facing the site

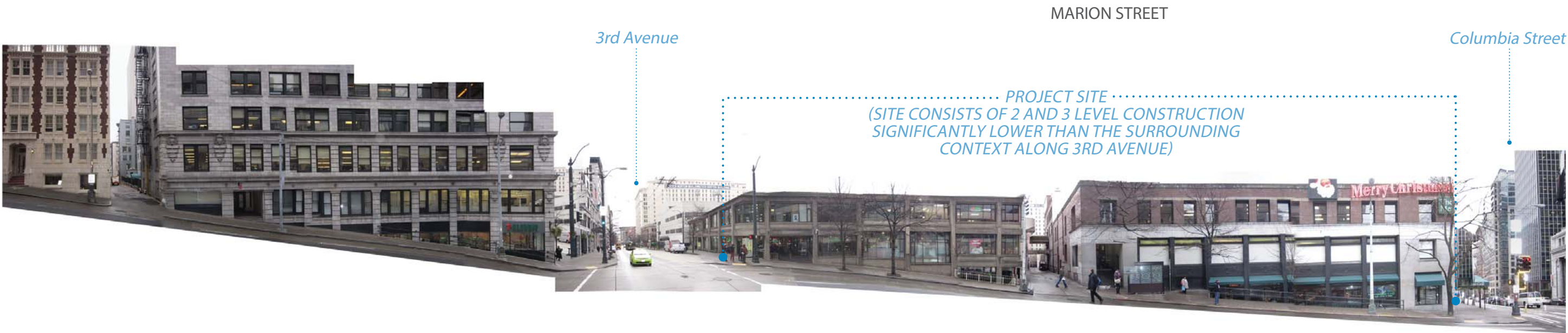


B. 3rd Avenue_facing away from the site



- Multi tenant offices
- Financial services
- Retail (services, restaurants, health clubs)
- Cultural (social services, churches, theatres)

STREET VIEW PANARAMAS



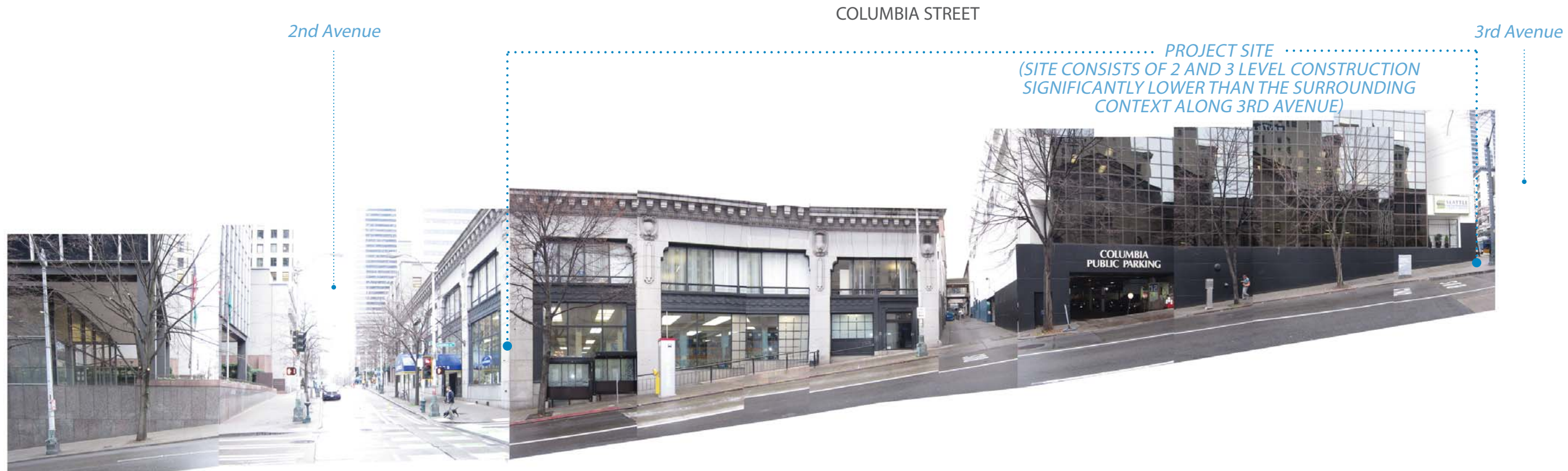
A. Marion Street_facing the site



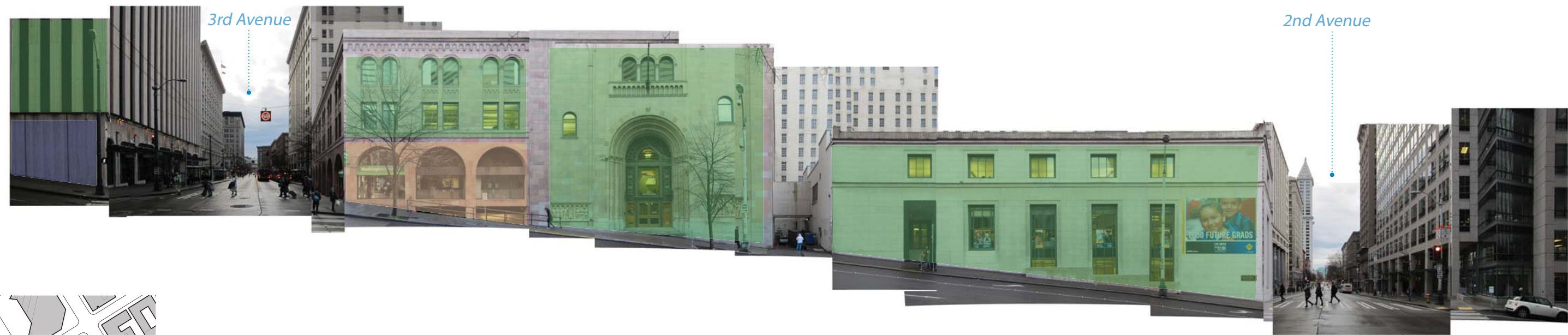
B. Marion Street_facing away from the site

- Multi tenant offices
- Financial services
- Retail (services, restaurants, health clubs)
- Cultural (social services, churches, theatres)





A. Columbia Street_facing the site

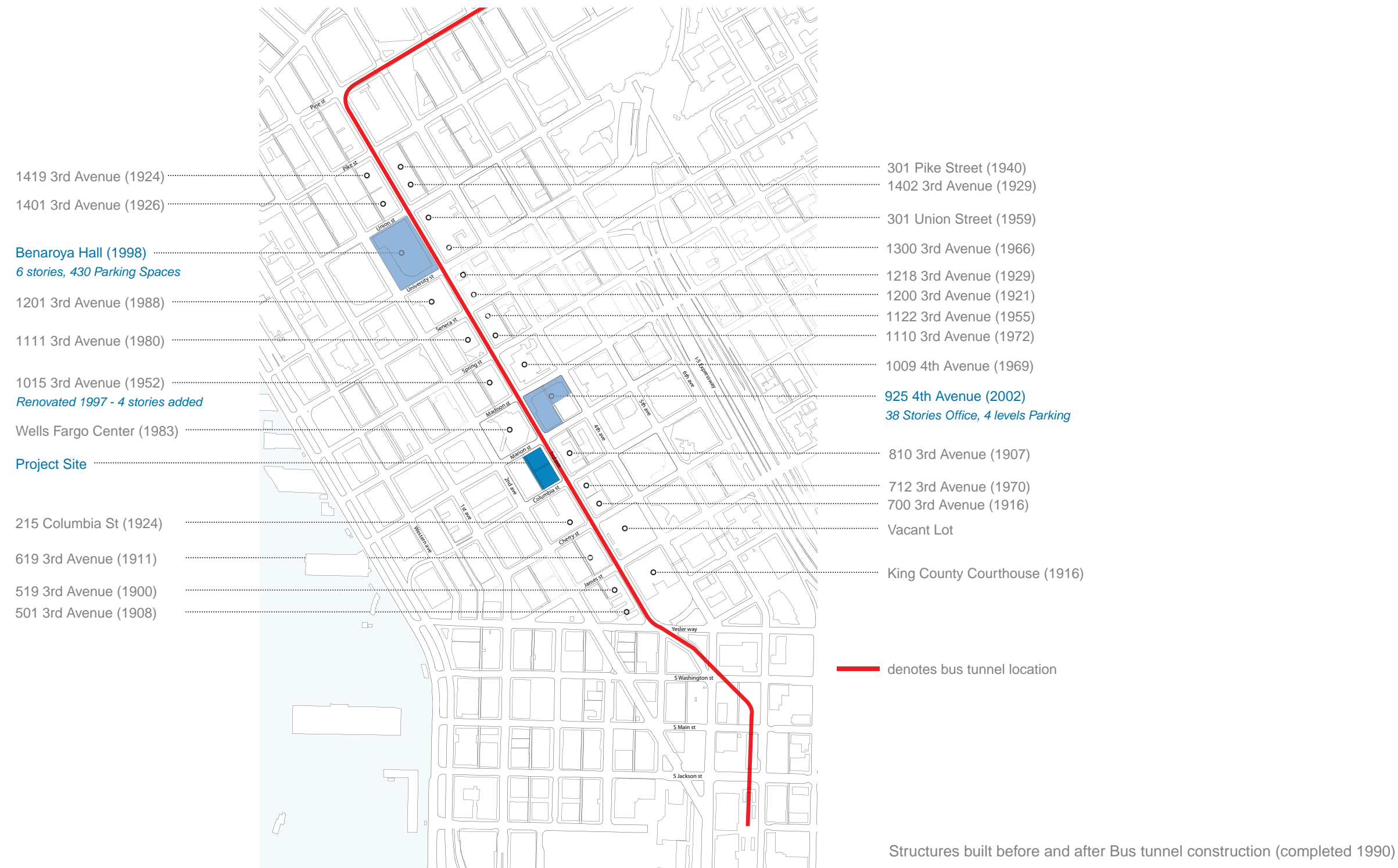


B. Columbia Street_facing away from the site

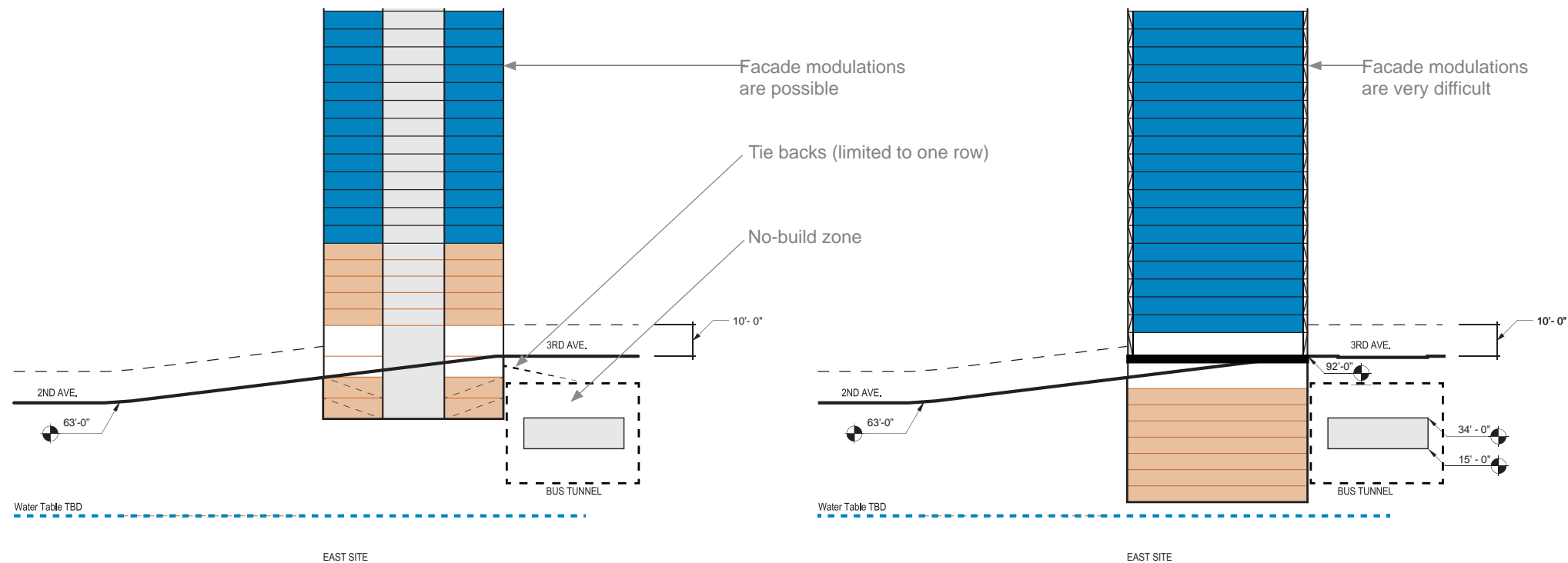


- Multi tenant offices
- Finacial services
- Retail (services, restrants, health clubs)
- Cultural (socal services, churches, theatres)

STRUCTURAL ANALYSIS OF THIRD STREET



Structural Analysis



Conventional central core structure with tiebacks

Facade modulations would be possible with this conventional structural model however there are limitations to shoring and below grade use of the site due to existing infrastructure:

- The close proximity of the existing transit tunnel prohibits conventional tieback shoring due to the no-build zone surrounding the tunnel.
- Existing SCL utility lines in the alley are immediately adjacent to the westerly property line and constitute additional limitations.

Conventional Central Core Structure

limits shoring to one row of tiebacks

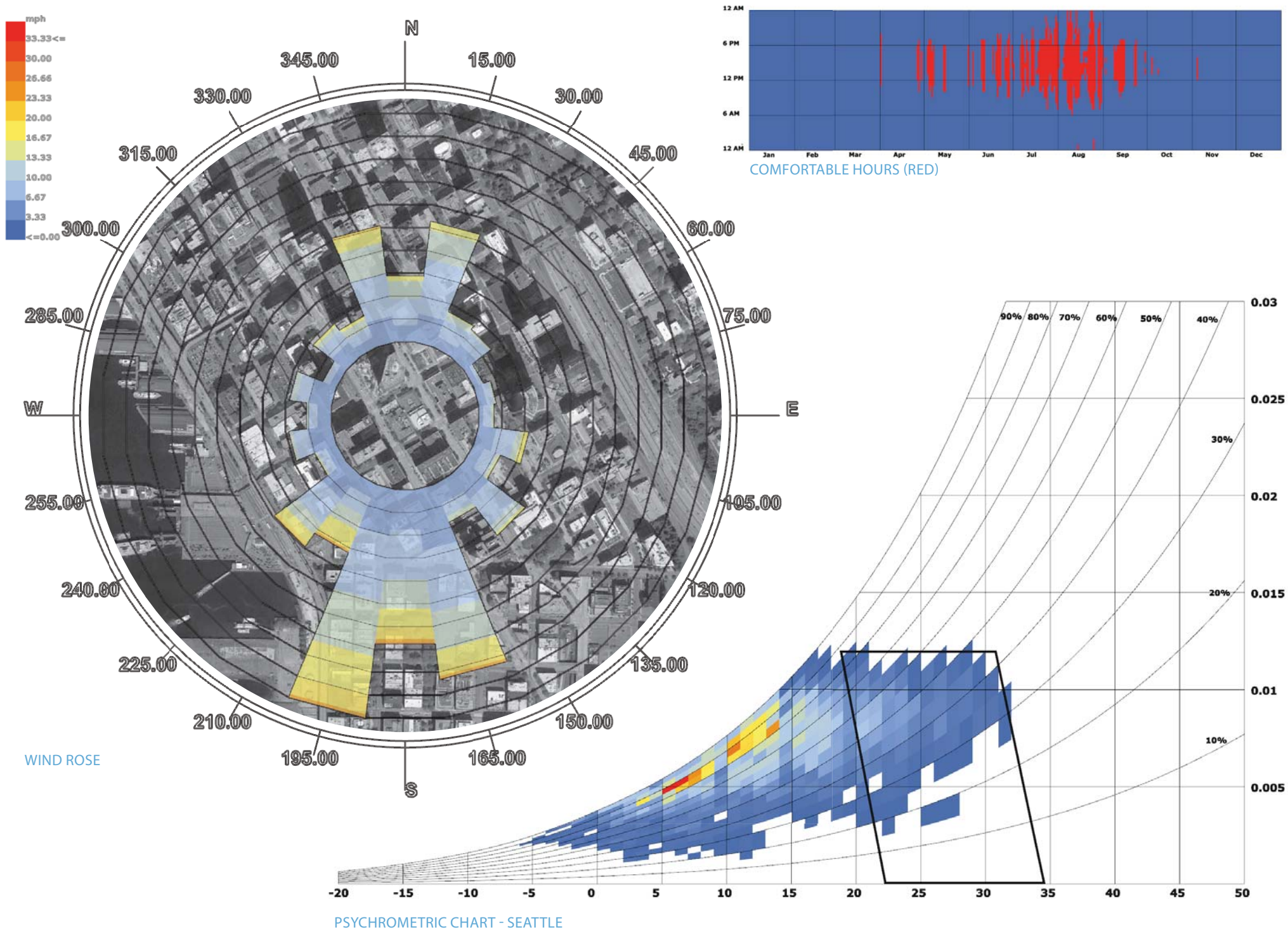
Exoskeleton structure

An exoskeleton structure with a side core will ensure floor plan functionality and a 'sugar loaf' shoring process will be possible. However exoskeleton structures require a rectilinear floor plan without indentations.

Exoskeleton Structure

enables shoring adjacent to tunnel

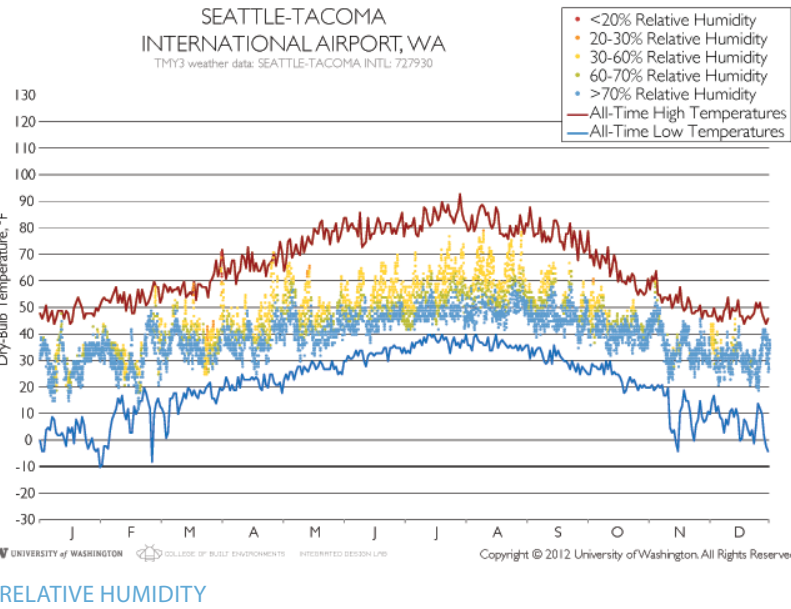
CLIMATE ANALYSIS



SEATTLE'S CLIMATE

Situated between the Olympic and Cascade mountain ranges, Seattle has a marine climate designation characterized by mild temperatures year round with long, cloudy rainy season. Summers have mostly clear skies with average highs in the 70's. Winters are cloudy 6 out of 7 days with typical highs in the 40's. Annual rainfall averages 37" per year with half of that falling November through January and the rest distributed through Spring and Fall.

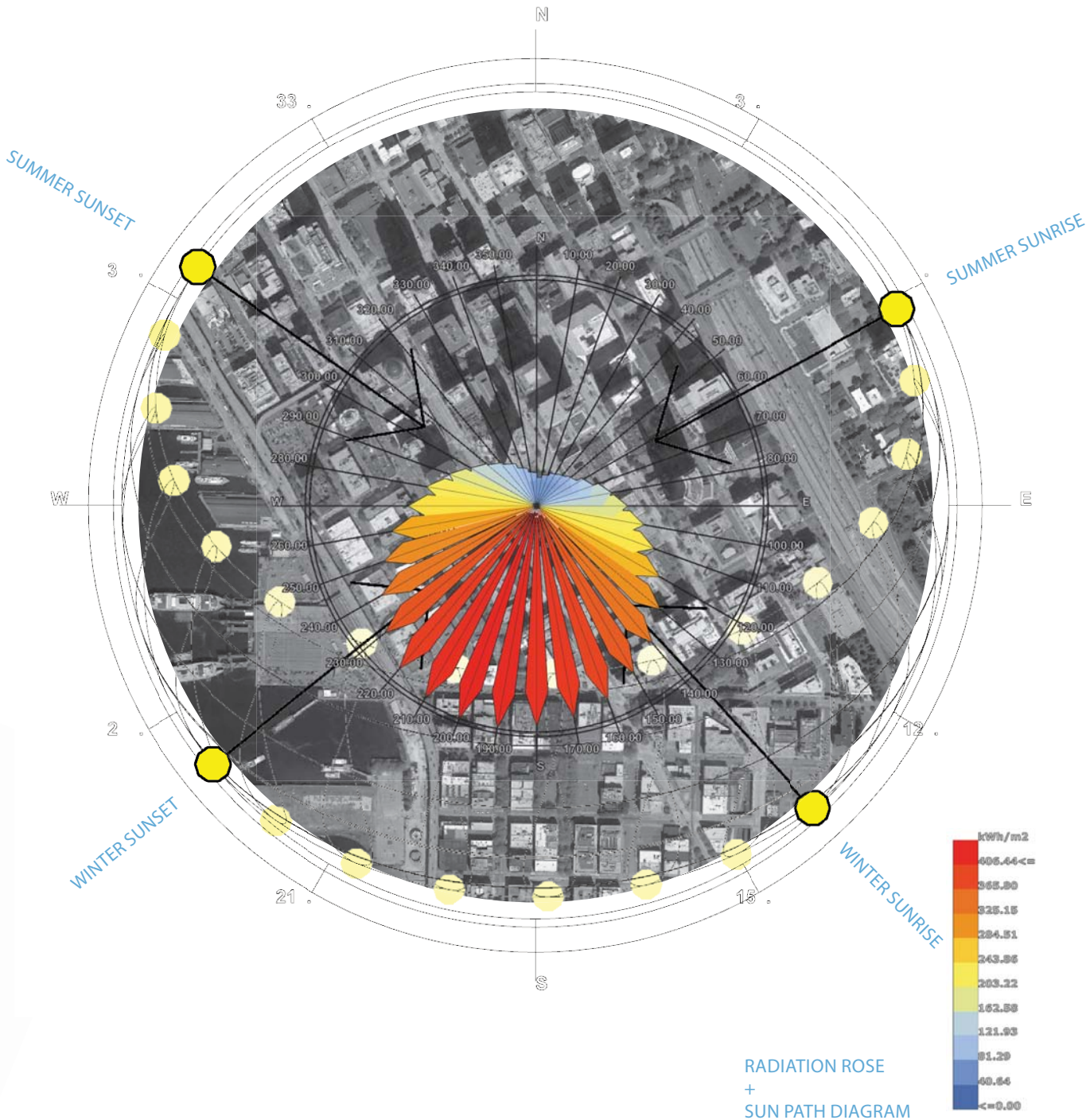
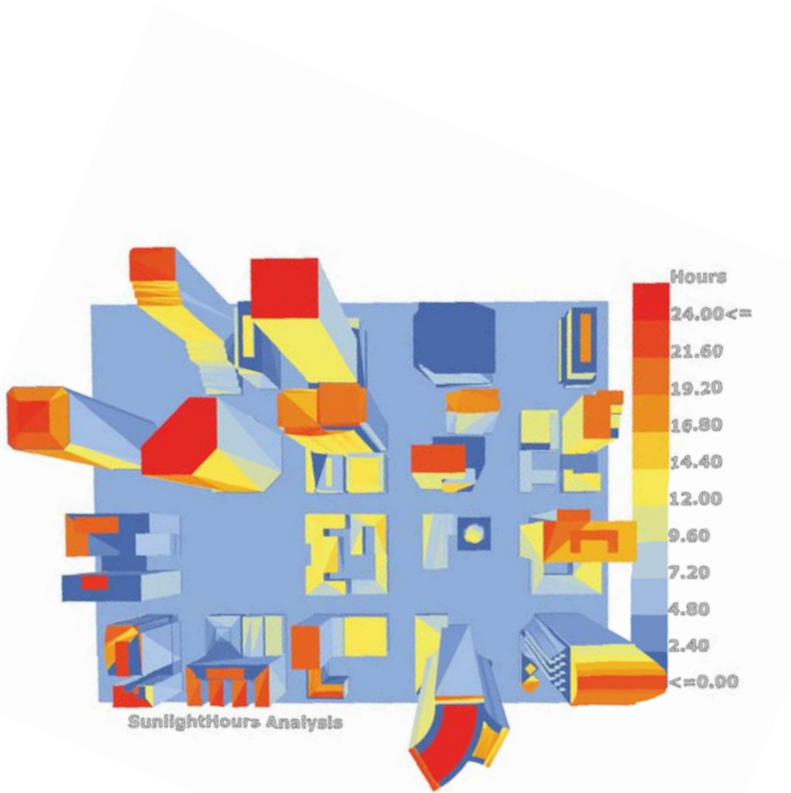
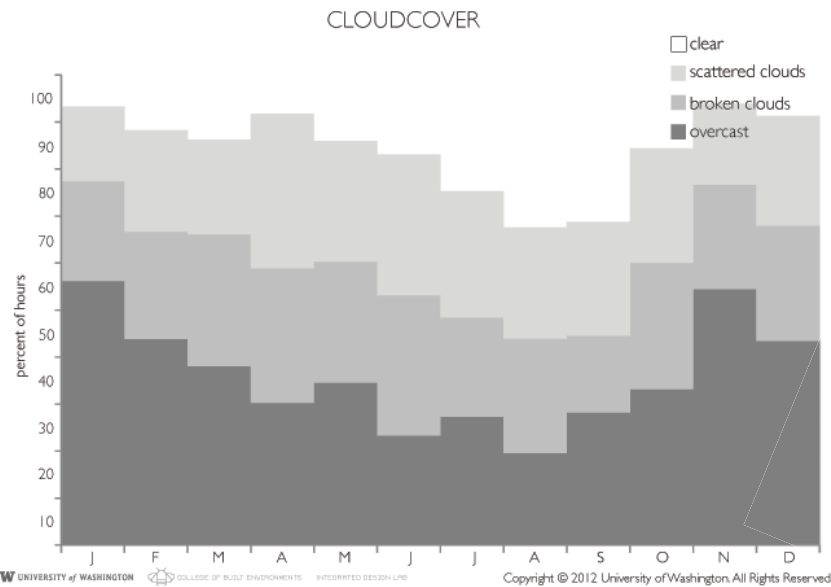
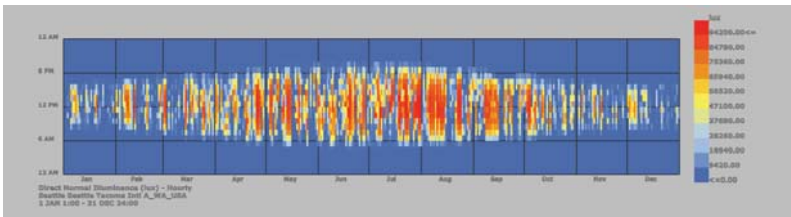
Summer Temperature:	Highs 60's-80's. Lows 50's.
Winter Temperature:	Highs 40's. Lows 30's.
Annual Precipitation:	37"
Wind:	5-15mph all year long



SEATTLE'S SUN

Perhaps more prevalent than the annual rainfall in Seattle is the lack of direct sunlight. Much of the year Seattle's skies are mostly cloudy and there are only 71 clear sunny days per year.

Because of this, Seattleites crave sun. Successful projects will incorporate areas that allow for the best possible access to the sun when it is out. South facing plazas for instance and awareness of shadow patterns are key.



- *Design Guidelines ...43*



CHAPTER 4 : *Design Guidelines*

The preferred design scheme supports the following priority Downtown Design Guidelines:

A. SITE PLANNING AND MASSING: RESPONDING TO THE LARGER CONTEXT

*A-1 Respond to the physical environment:
Develop an architectural concept and compose the building’s massing in response to geographic conditions and patterns of urban form found nearby or beyond the immediate context of the site.*

Response: The preferred design massing reflects the proportions of the narrow project boundary, and capitalizes on east/west view potential towards the skyline and waterfront, as well as on optimal solar orientation for enhanced daylight access. A strongly articulated structural tectonic expression is a response to the physical site constrain of the adjacent bus tunnel, and is an urban scale gesture that is in keeping with the surrounding urban form of tall buildings that are generally more singular in their massing of ‘extruded’ geometries, and uniform facade patterns.

The podium lobby extension to Marion Street supports the site specific view corridor requirement while also holding the street façade. The tall ground level story will provide a much improved level of openness and transparency for street level uses than the current conditions, and a potential interior ‘market street’ offers a respite from the bustle of bus traffic along Third Avenue.

*A-2 Enhance the skyline:
Design the upper portion of the building to promote visual interest and variety in the downtown skyline. Respect existing landmarks while responding to the skyline’s present and planned profile.*

Response: The project envisions an elegantly expressed structural solution that serves to activate the building facades, and will extend above the roofline to form a distinct profile, which will be both unique and complimentary to the surrounding urban context, particularly as viewed from the waterfront. The scale and dynamic quality of the façade articulation evokes many other surrounding buildings with expressed structural elements, but provides a balanced contrast of a finer scale and more organic texture when view against neighbors such as the F5 Tower to the east. The terraced upper floors will provide a strong gesture towards both the bay, as well as create opportunities for roof-top open spaces that will activate the roofline.

B. ARCHITECTURAL EXPRESSION: RELATING TO THE NEIGHBORHOOD CONTEXT

*B-2 Create a transition in bulk and scale:
Compose the massing of the building to create a transition to the height, bulk, and scale of development in nearby less-intensive zones.*

Response: At 29 stories and slender depth, the project is of a size and proportion that is prominent within its neighbors but not dominant. The upper floors and top profile step down to the south, in response to the reduction of allowable height that begins immediately to the south of the project site. The tower mass sits on a clearly articulated double-height podium at the base, that is consistent with lower heights of development patterns to the south, and supports enhanced street level / retail use presence on Third Avenue.

*B-4 Design a well-proportioned & unified building
Compose the massing and organize the interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept.*

Response: The building base, tower body, and roof form are distinctly defined to enable those immediately at the street or farther afield to recognize where they are within the city. The physical boundaries of the site together with the proposed height result in an elegant and slender form, situated on a clearly articulated podium element to ground the tower mass and provide a contrast in scale. The structural expression creates a scaled and proportionate façade that serves as a key unifying feature of the upper portions of the tower.

C. THE STREETScape: CREATING THE PEDESTRIAN ENVIRONMENT

*C-1 Promote pedestrian interaction:
Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should appear safe, welcoming, and open to the general public.*

Response: The design of the podium element as a double-tall element (approximately 24’ high), provides opportunity for tall transparent facades along Third Avenue and extension along Columbia Street, to promote openness and visibility into the retail spaces. The building entry is located towards the corner of Third and Marion, which enables a larger extent of contiguous street level uses, with the potential to be an interior open ‘market’ of retail, dining, and lounge spaces. The primary access to interior retail zone is proposed to be shared with the building lobby entries, to activate the street corner but also to provide a higher degree of visibility and enhanced security. The ground level will be designed as a series of terraced interior zones following the street grade, which will support potential additional retail entries at the corner on Columbia Street, as well as at points along Third.

*C-2 Design facades of many scales:
Design architectural features, fenestration patterns, and material compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.*

Response: As a unique element and in contrast to many surrounding buildings that present a more static and uniform façade pattern for their full height, the Marion tower proposes and refined structural pattern that is both efficient its configuration, and poetic in appearance. The diagonal bracing and corresponding façade elements will be arranged to create a varied pattern that evokes a sense of movement, and distinguishes the elevations from each other to create specificity and direction. The structural modules are composed of 3 or 4 story elements that together are coherent at an urban scale, but are also distinct and legible at a human scale of the building occupants. The glazed façade will optimize the location of vision glass to support views, and balance opaque portions necessary for building services and for an energy

D.PUBLICAMENITIES:ENHANCINGTHESTREETSCAPE&OPENSOURCE

*D-1 Provide inviting & usable open space:
Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.*

Response: The terraced upper floors of the tower are arranged to provide rooftop outdoor spaces as an amenity to the building occupants, to capitalize on spectacular access to views and southern solar exposure. At the street level, the podium extension to Marion Street is envisioned as tall, open lobby and ‘work lounge’ space with generous interior planting materials, and views down Marion to the green-street at Second Avenue and the waterfront below.

*D-3 Provide elements that define the place:
Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable “sense of place” associated with the building.*

Response:The envisioned tectonic expression for the facades and the stepped top floors will be a defining architectural feature of the project, and contribute to a distinct character, orientation, and sense of place.

E. VEHICULAR ACCESS & PARKING

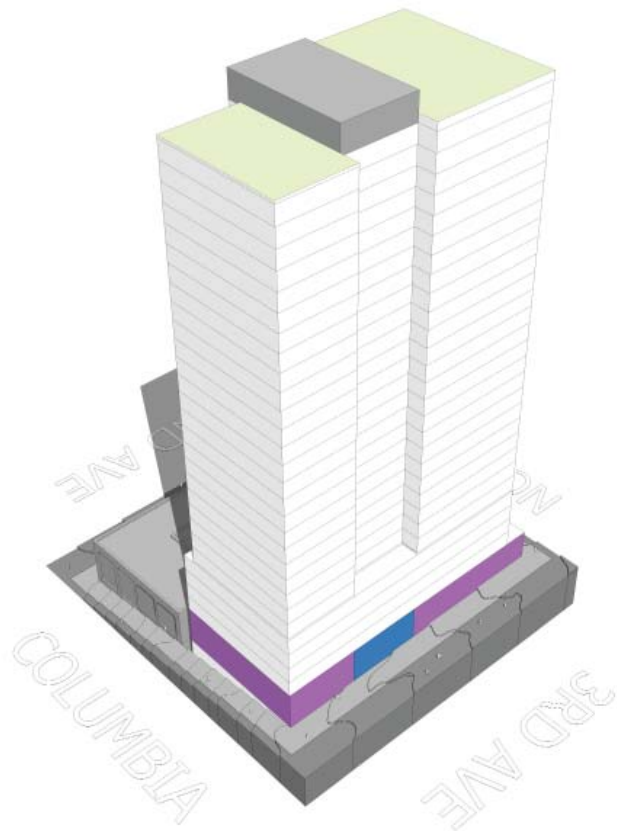
*E-2 Integrate parking facilities:
Minimize the visual impact of parking by integrating parking facilities with the surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.*

Response: The project development will greatly improve the current conditions on the block by locating all proposed on-site parking entirely below grade, accessed from the existing alley. Other service areas including the loading dock will also be from access from the alley. The existing parking structure on the site with curb cut on Columbia Street are removed and will be replaced by continuous sidewalks along all street facing facades.

- *Massing Concepts...46*
- *Design Concept 1 - City to Water...47*
- *Design Concept 2 - Civic Envelope ...52*
- *Design Concept 3 - Urban Edges...69*
- *Shadow Studies...66*



CHAPTER 5 : *Design Concepts*



CONCEPT 1: City to Water

Situated between the water and I-5, this property has the potential to connect to both the natural setting of Elliott Bay and the urban environment of the downtown core. Along the western façade, the massing shifts horizontally to create a soft rippling effect. In contrast, a strong vertical pronouncement is evident on 3rd Avenue to denote entry and activity.

Opportunities:

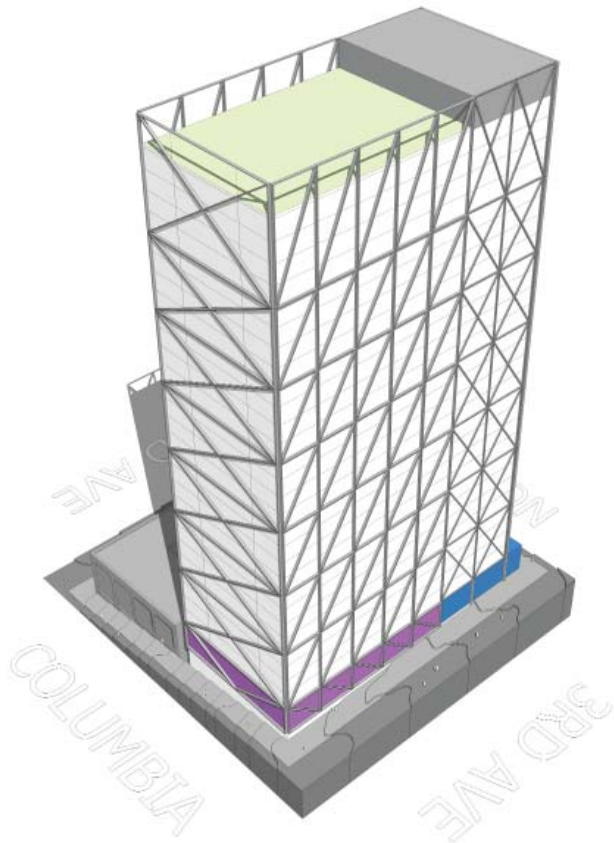
- o Podium levels can be articulated differently from tower massing
- o Massing expression responds differently to city and to bay
- o Center office entry supports street level uses at both street corners

Constraints:

- o Massing inset pushes towards conventional shear core structure which is severely challenged by site constraints (bus tunnel) which limits viability of below grade parking and utility functions
- o Façade modulation does not relate to surrounding context and does not support unified tower massing expression
- o Floor plates are less efficient than the other design alternatives
- o Limits possibility of more generous open space at street level due to required property line façade elements
- o Upper portion of building articulated but with minimal enhancement to skyline

Departures

(No departures)



CONCEPT 2: Civic Envelope

By prominently expressing the structural system, this approach uses repetitive geometries to create interest. The 4-story moves are intentionally scaled to emulate the size of surrounding buildings in the adjacent mixed commercial zone. The resulting expression creates a simple yet muscular façade that echoes the form-follows-function language of the container cranes, the stadia, and externally-braced buildings in the city, which are all evident from the site.

Opportunities:

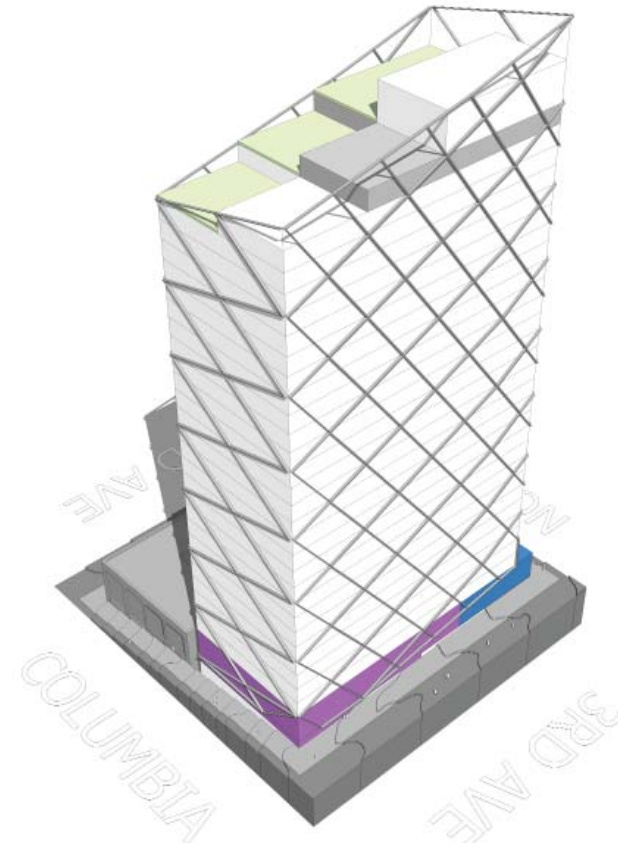
- o Simple, clear massing maximizes floor plate efficiencies and supports exo-skeleton concept
- o Shift of structural system to exterior allows side-core design expression differentiated from remainder of tower
- o Allows 2-phase internally braced below grade excavation and functional parking / utility functions
- o Partial setback along 3rd Avenue increases street level open space
- o Structural expression can be extended above roof line for more unique character

Constraints:

- o Requires departures to achieve design intent
- o Expressed structure activates the facades but potentially visually too static
- o Side core approach provides more visually open floor plates but introduces more opaque area at north facade

Departures

- o Facade Modulation SMC 23.49.058.C, Table A
- o Street-level Uses at 3rd St. SMC 23.49.009 (75% required, approx. 62.5% provided.)



CONCEPT 3: Urban Edges (Preferred)

Visible from Elliott Bay, the downtown core, and I-5/I-90, the expressed structure of this scheme fluidly moves around the building to create a dynamic, cohesive presence. The articulation opens up broadly to the south to provide views and daylight where people will spend most of their workday. The top of the building steps gracefully from the north to the south towards Elliott Bay to reinforce the reduced urban massing at the edge of the downtown zoning.

Opportunities - Similar to Concept 2 but additionally:

- o More dynamic and unified structural and massing expression
- o Building top steps towards bay and to lower height zone to the south which provides more distinct skyline profile

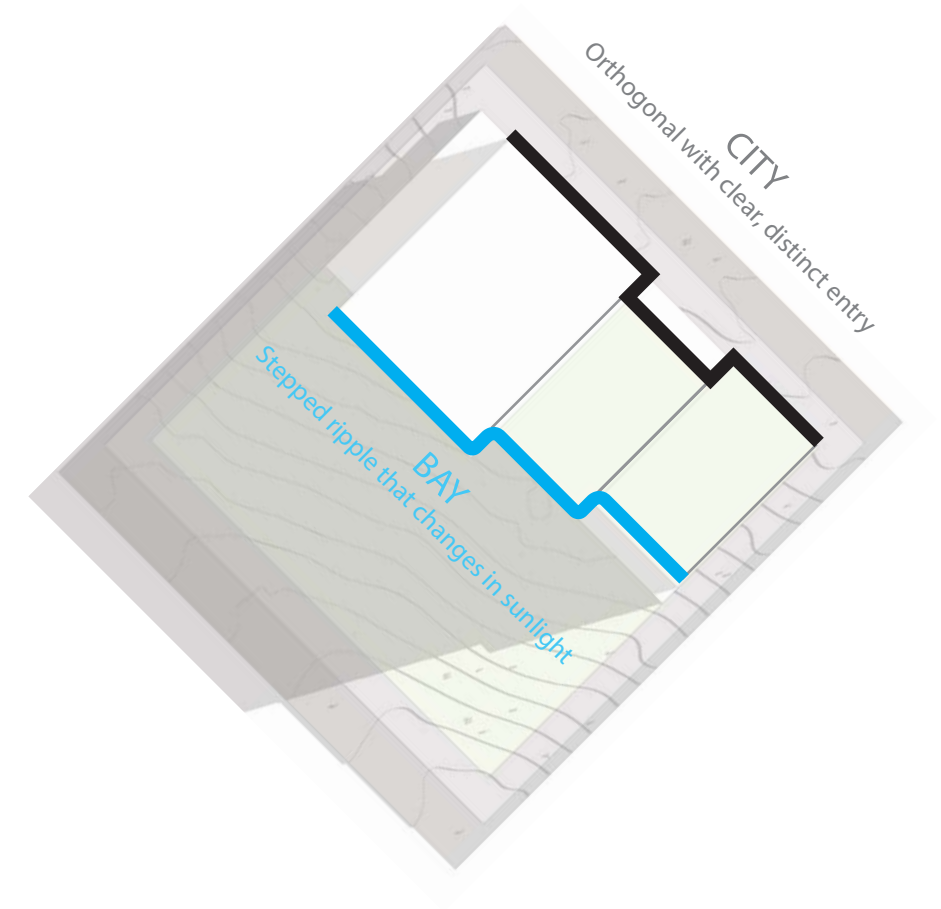
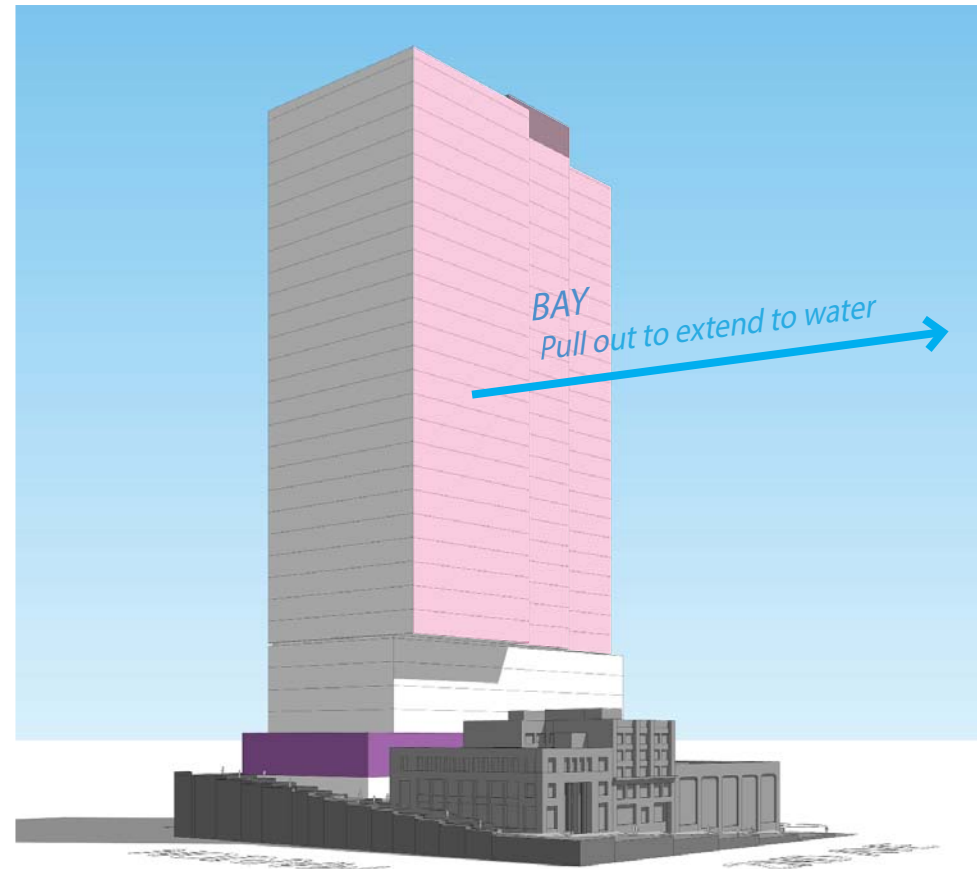
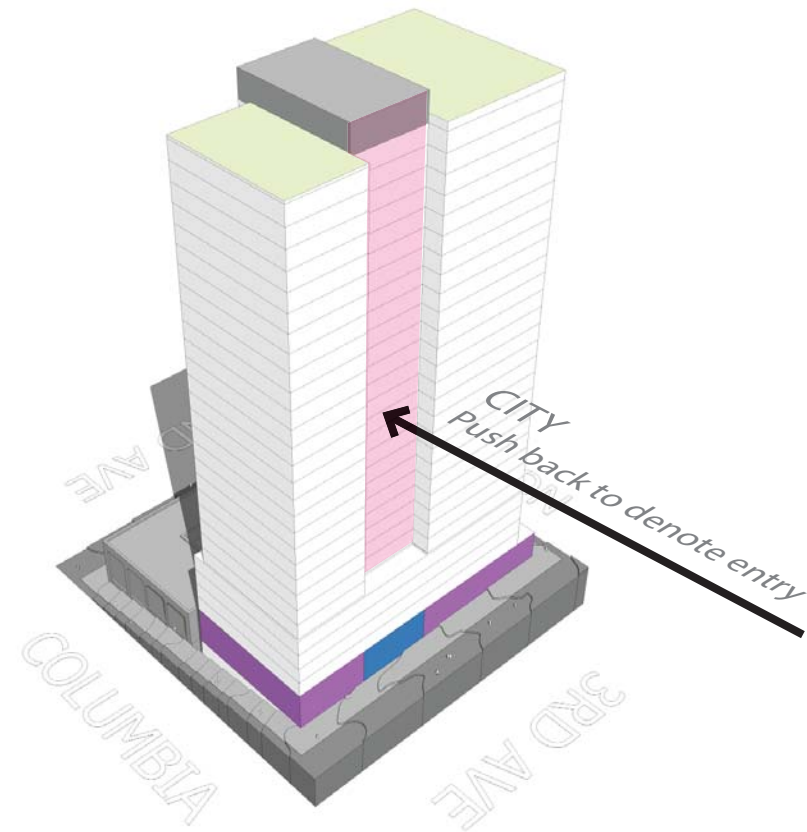
Constraints:

- o Requires departures to achieve design intent
- o Side core approach provides more visually open floor plates but introduces more opaque area at north facade

Departures

- o Facade Modulation SMC 23.49.058.C, Table A
- o Street-level Uses at 3rd St. SMC 23.49.009 (75% required, approx. 62.5% provided.)

CONCEPT 1: CITY TO WATER



CONCEPT 1: City to Water

Concepts

Different orientations yield different expression
Strong vertical move denotes entry on 3rd
Stepped massing on west stresses movement

CONCEPT 1: City to Water

Opportunities:

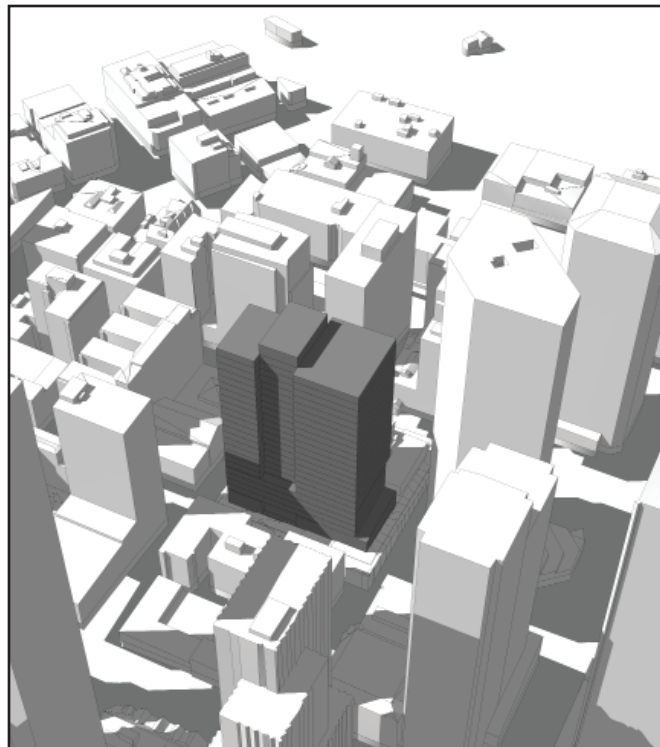
- o Podium levels can be articulated differently from tower massing
- o Massing expression responds differently to city and to bay
- o Center office entry supports street levels uses at both street corners

Constraints:

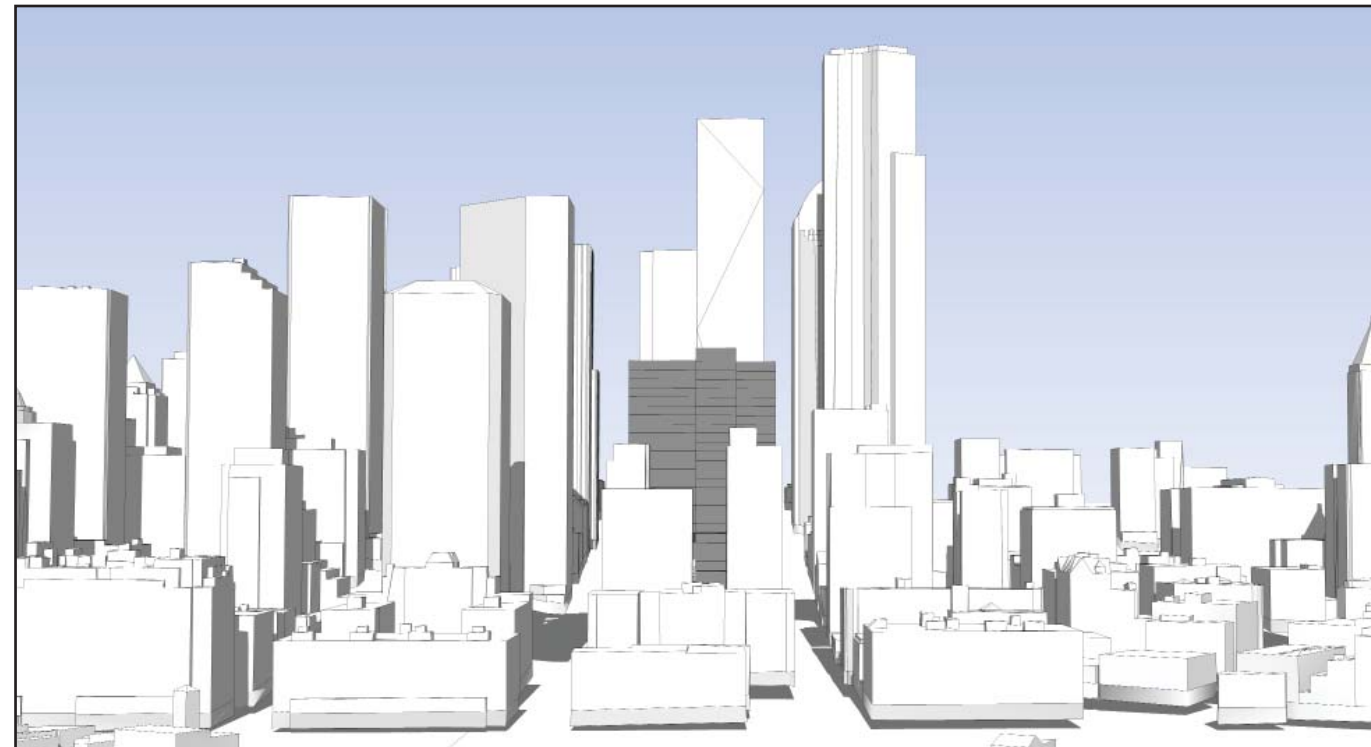
- o Massing inset pushes towards conventional shear core structure which is severely challenged by site constraints (bus tunnel) which limits viability of below grade parking and utility functions
- o Façade modulation does not relate to surrounding context and does not support unified tower massing expression
- o Floor plates are less efficient than the other design alternatives
- o Limits possibility of more generous open space at street level due to required property line façade elements
- o Upper portion of building articulated but with minimal enhancement to skyline

Departures

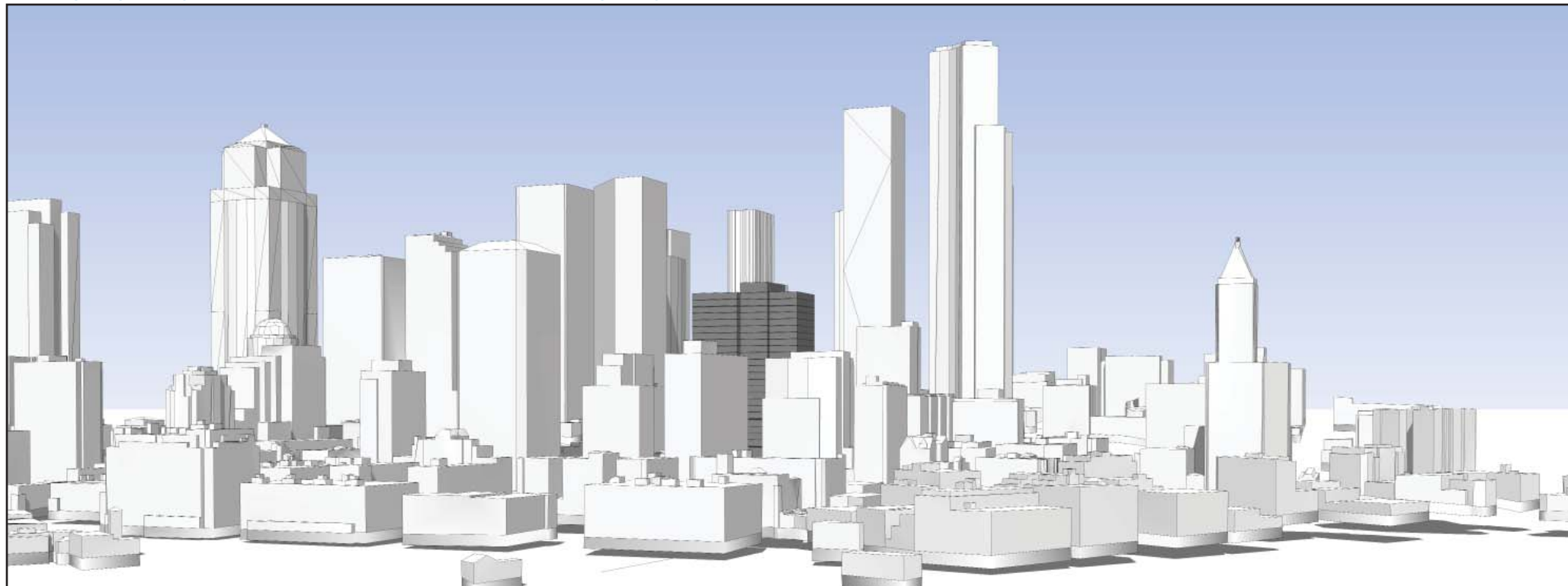
(No departures)



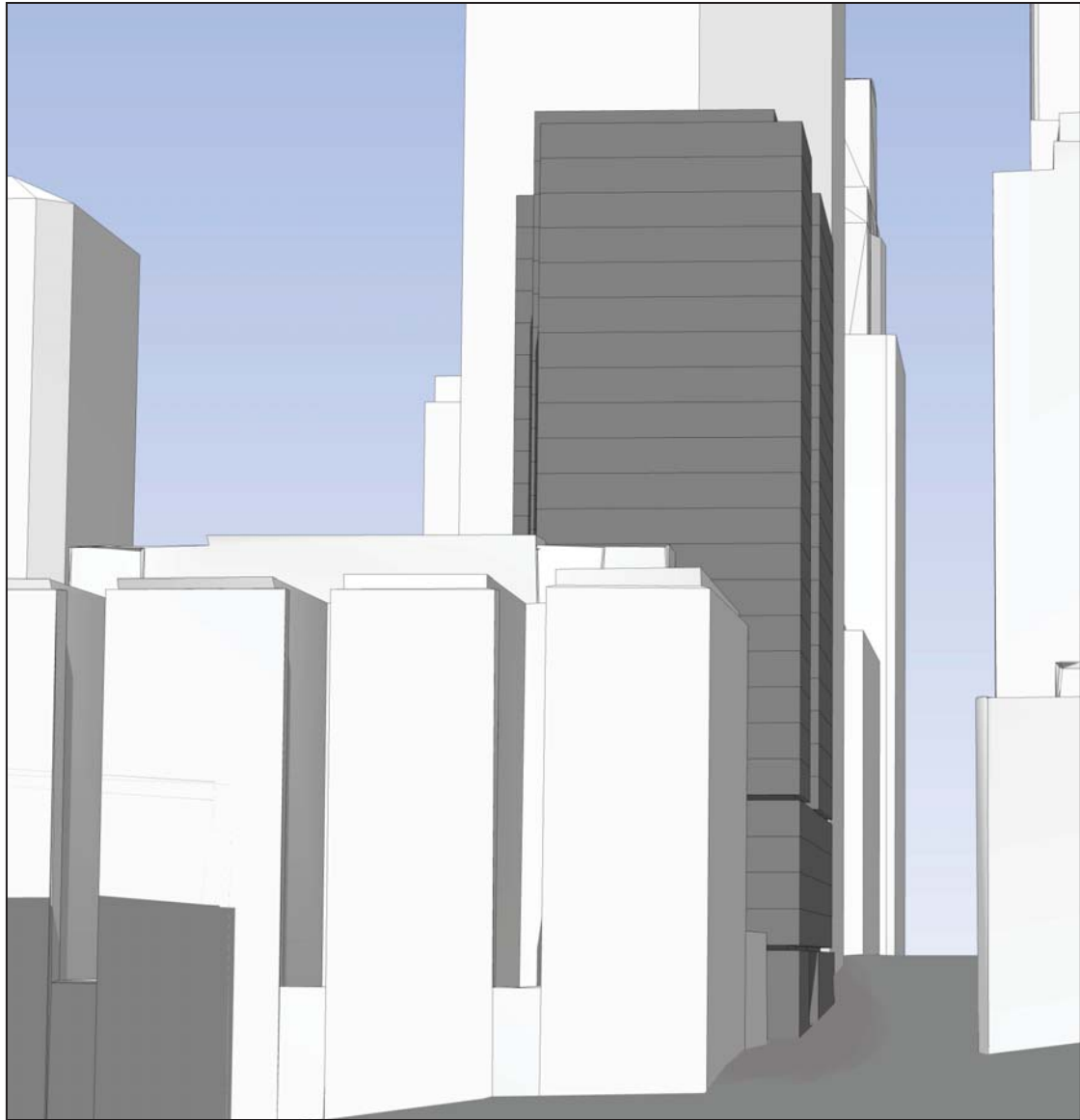
VIEW FROM NORTHEAST



VIEW FROM WEST



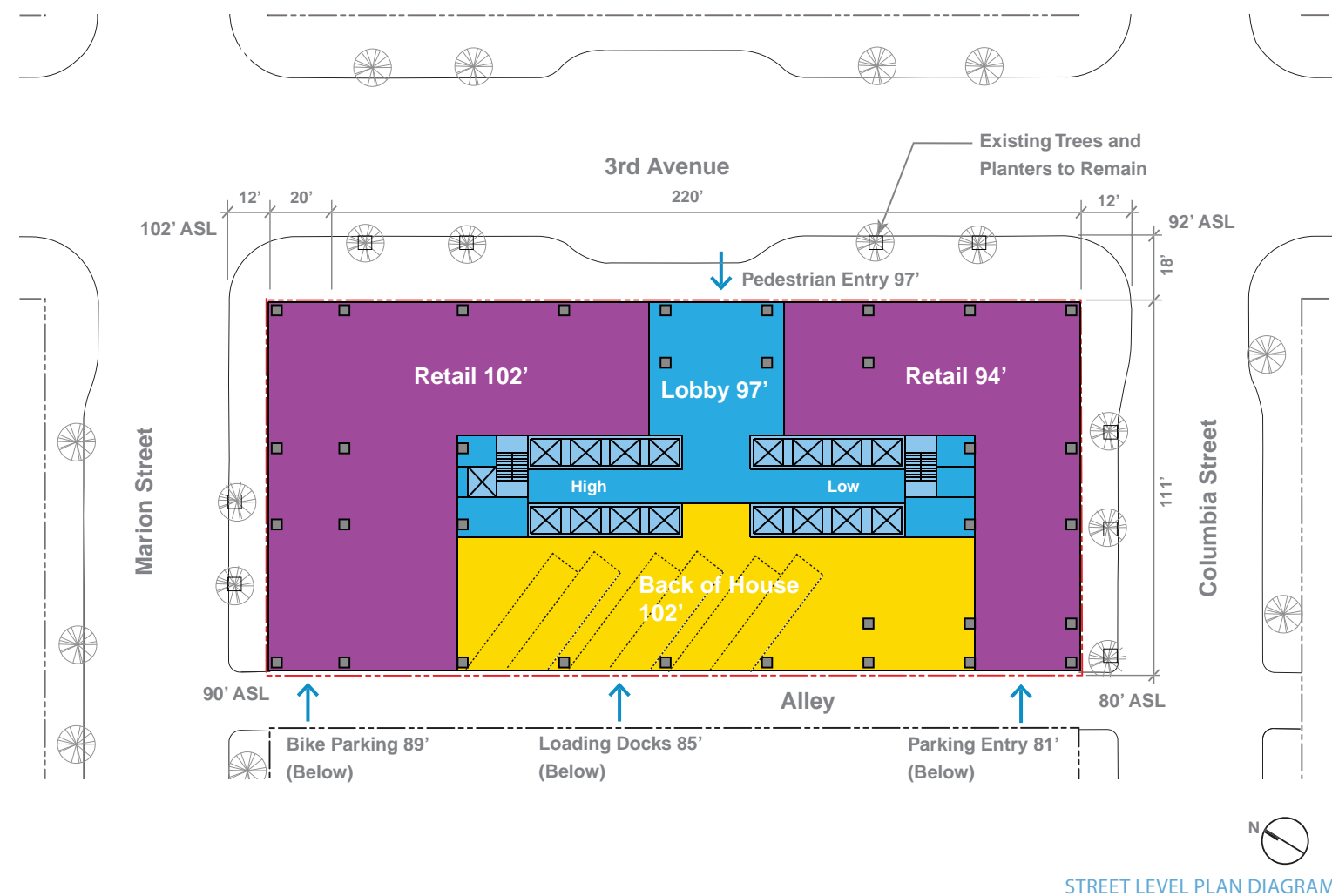
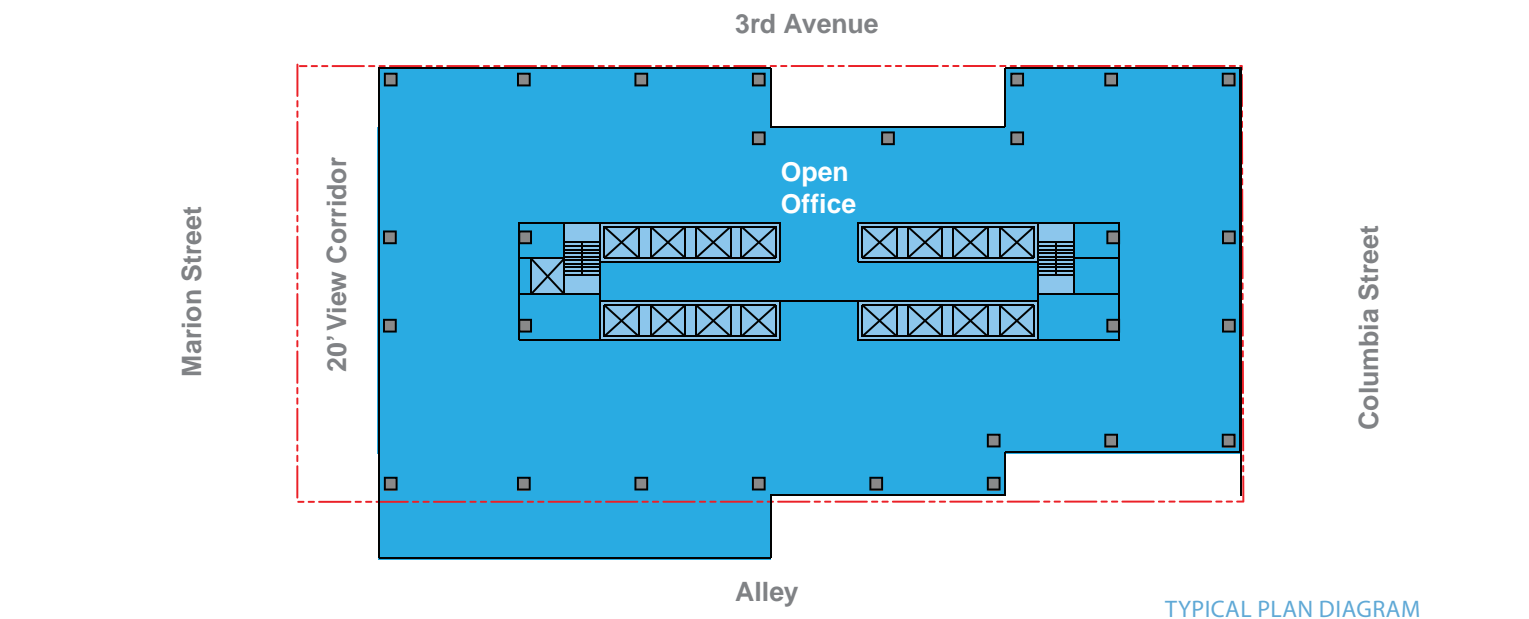
VIEW FROM SOUTHWEST



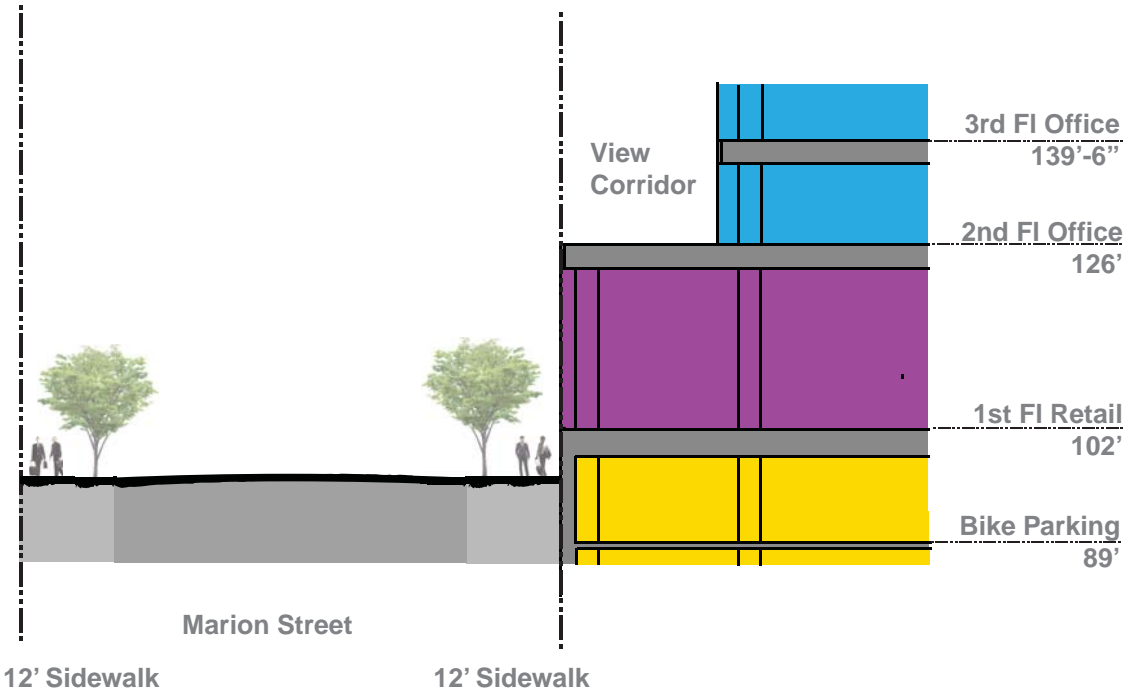
VIEW LOOKING NORTH DOWN 3RD STREET
(EYE LEVEL)



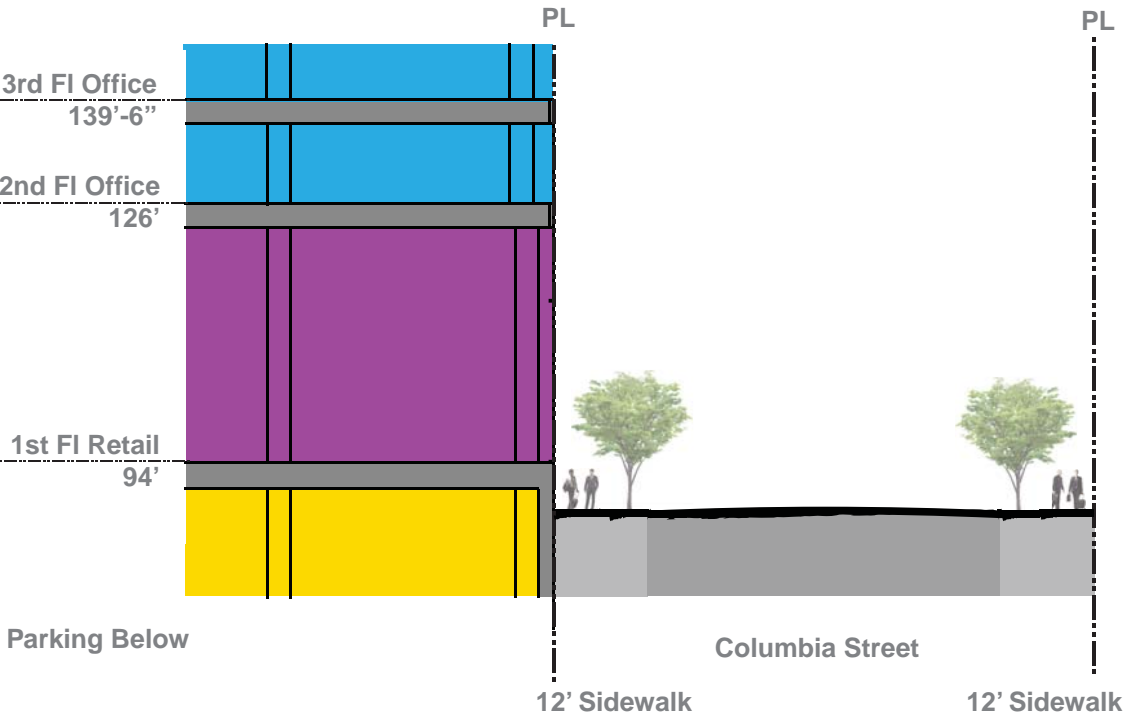
VIEW LOOKING EAST DOWN MARION
(EYE LEVEL)



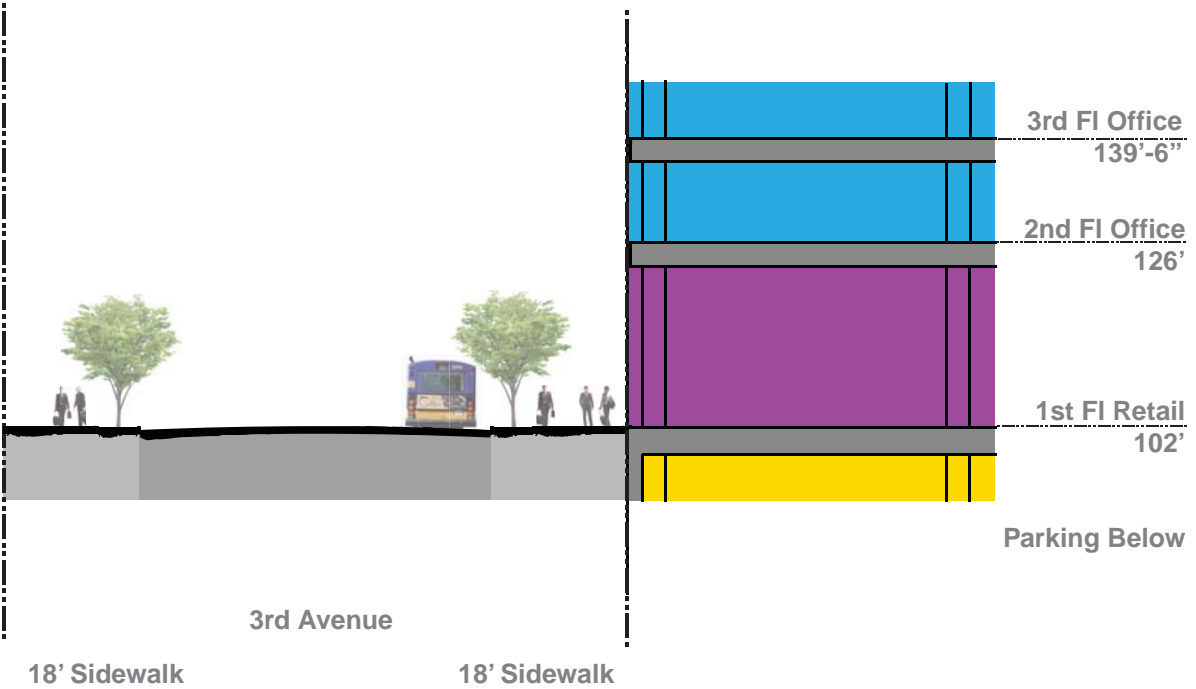
CONCEPT 1: CITY TO WATER



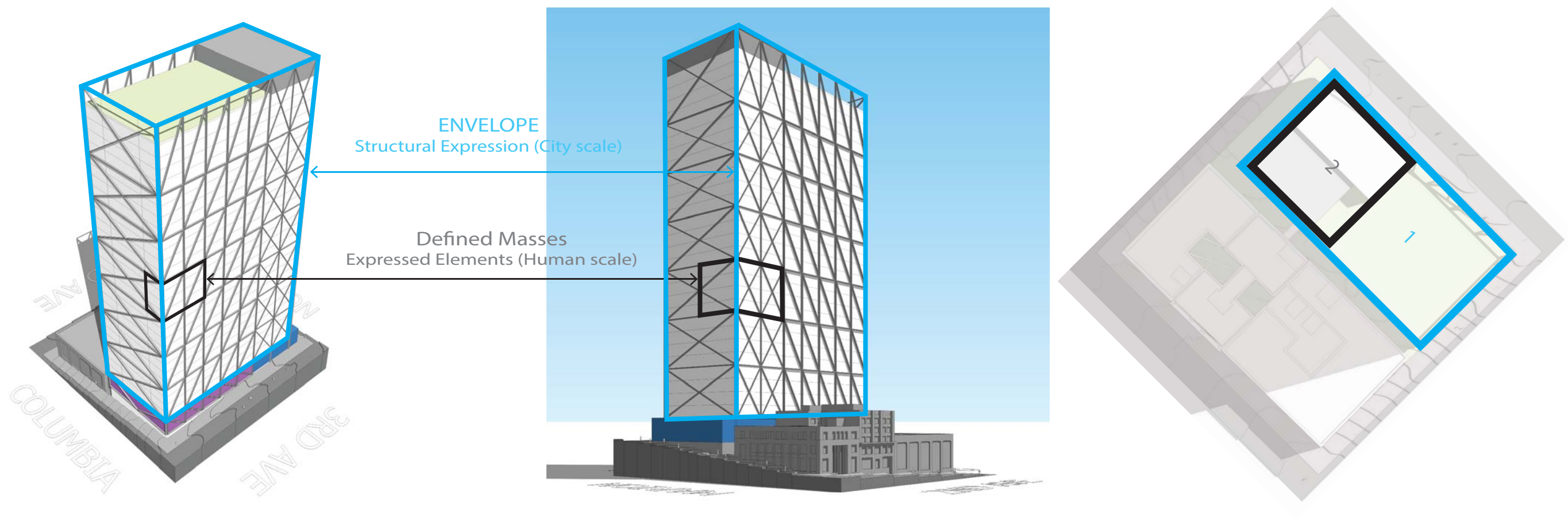
SECTION DIAGRAM @ MARION STREET



SECTION DIAGRAM @ COLUMBIA STREET



SECTION DIAGRAM @ 3RD AVENUE



CONCEPT 2: Civic Envelope

Concepts

- Two scales, Human and City (Individual and Collective)
- The structural expression acts as an envelope at the city scale
- The expressed masses break down the container to a more human scale
- The civic envelope contains Retail, Office, and Green Space within it

EXOSKELETON PRECEDENT



CCTV Building



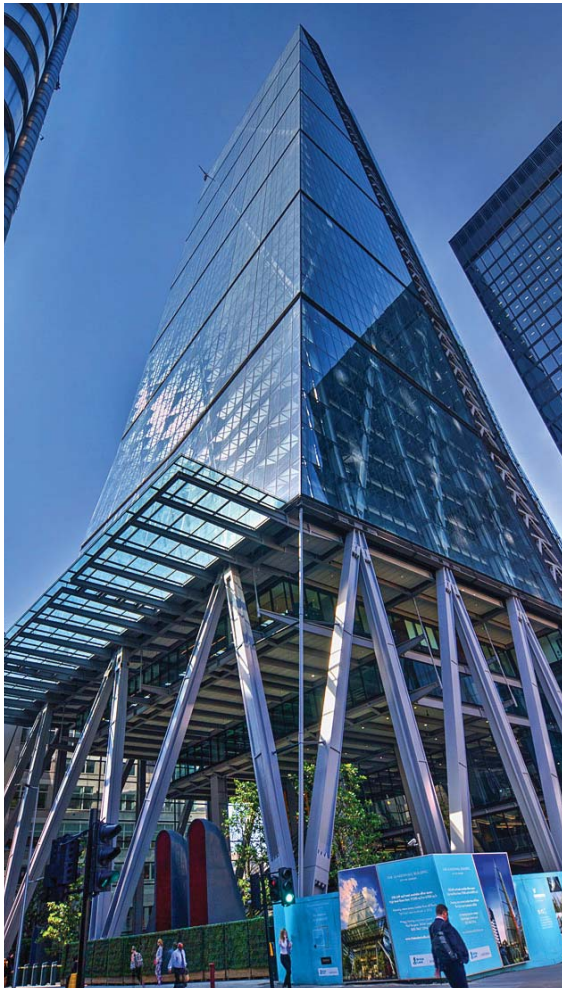
Hearst Tower



US Steel Building



Seattle Public Library



Leadenhall Building



Hearst Tower



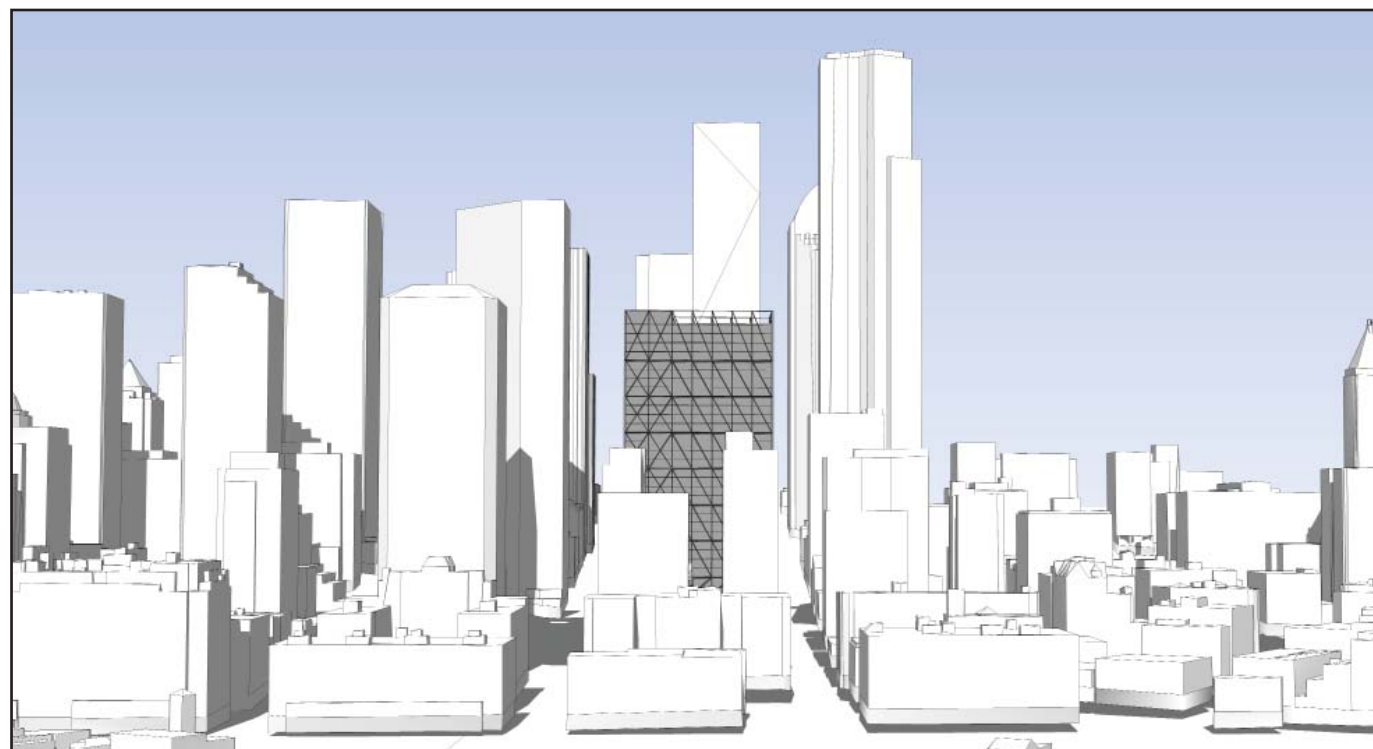
John Hancock Building



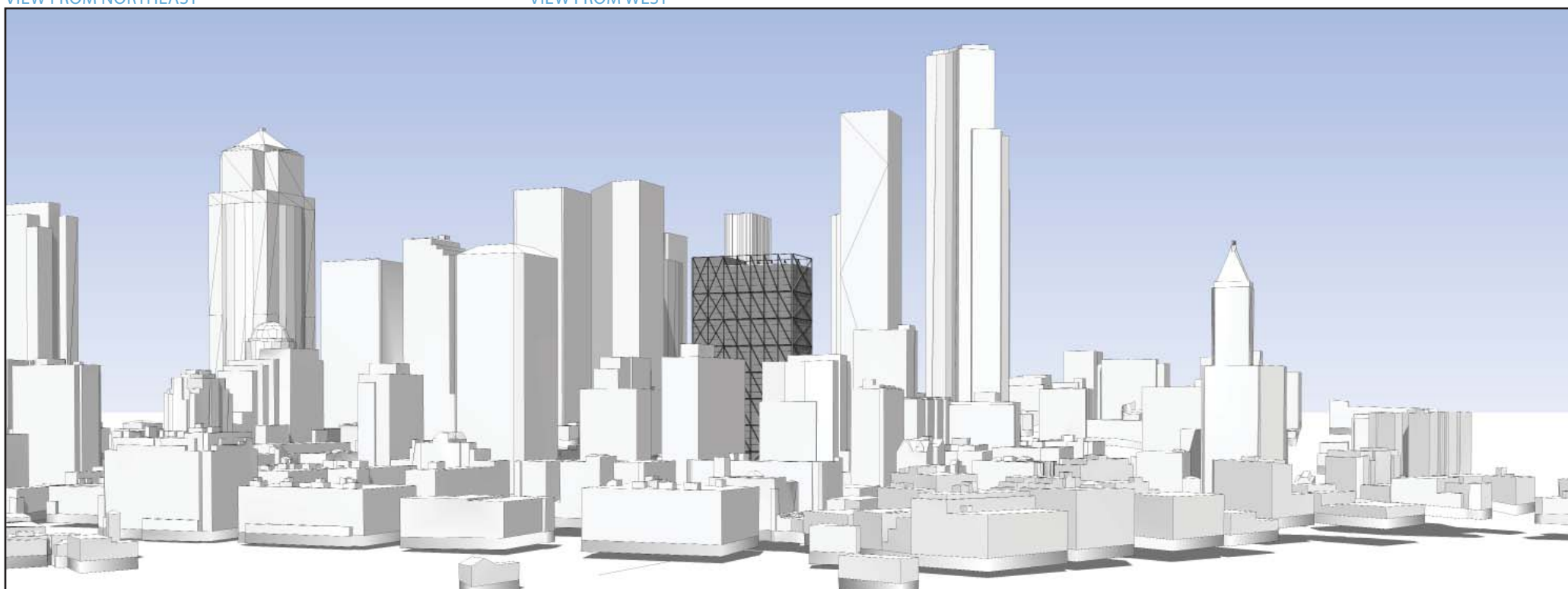
F5 Tower



VIEW FROM NORTHEAST



VIEW FROM WEST



VIEW FROM SOUTHWEST

CONCEPT 2: Civic Envelope

Opportunities:

- o Simple, clear massing maximizes floor plate efficiencies and supports exo-skeleton concept
- o Shift of structural system to exterior allows side-core design expression differentiated from remainder of tower
- o Allows 2-phase internally braced below grade excavation and functional parking / utility functions
- o Proposed street level setback at Marion supports more unified tower expression, and allows landscaped open space as a visual extension of the Marion 'Green Street'
- o Partial setback along 3rd Avenue increases street level open space
- o Structural expression can be extended above roof line for more unique character

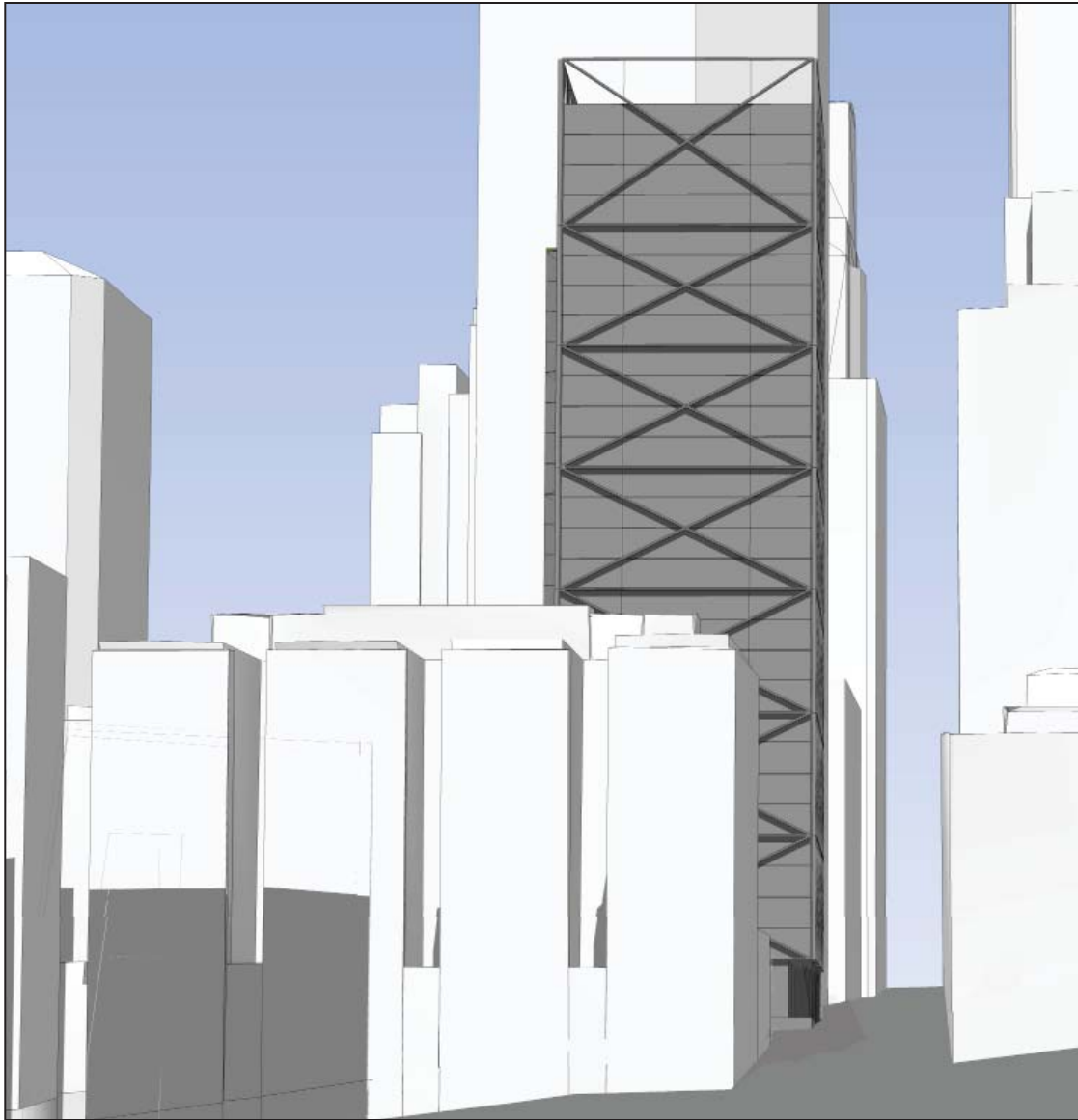
Constraints:

- o Requires departures to achieve design intent
- o Expressed structure activates the facades but potentially visually too static
- o Side core approach provides more visually open floor plates but introduces more opaque area at north facade

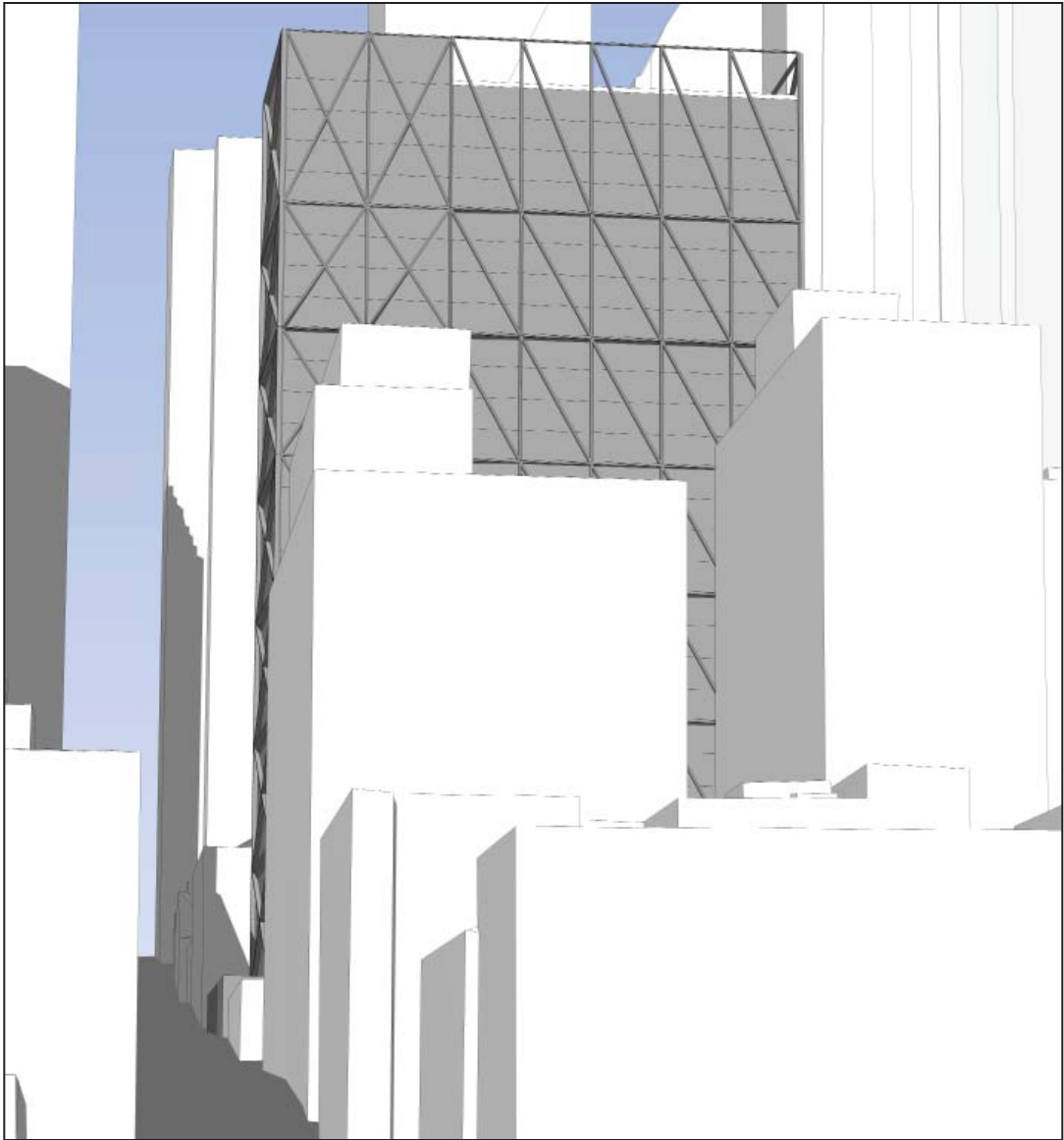
Departures

- o Facade Modulation SMC 23.49.058.C, Table A
- o Street-level Uses at 3rd St. SMC 23.49.009 (75% required, approx. 60% provided.)

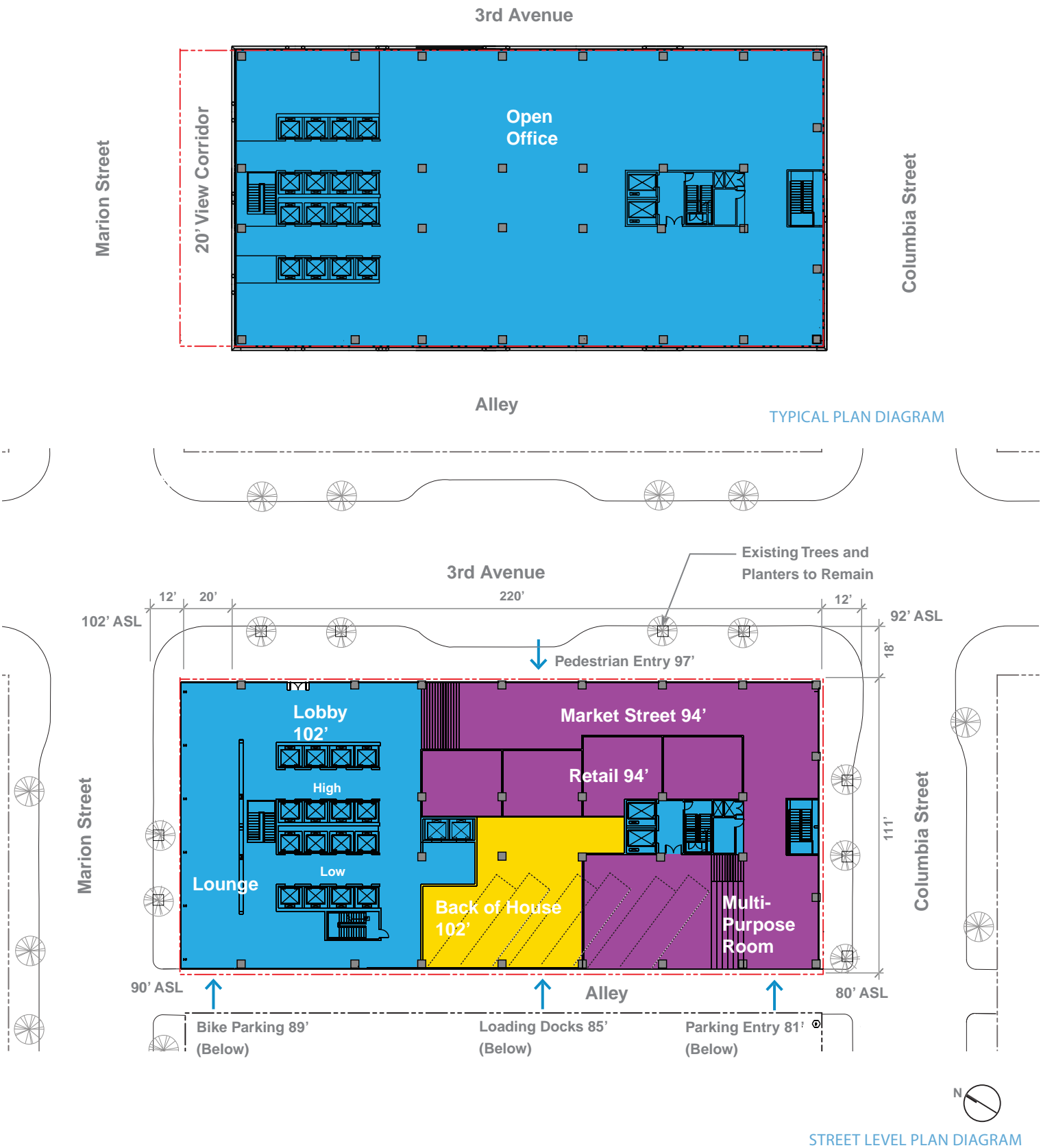
CONCEPT 2: CIVIC ENVELOPE



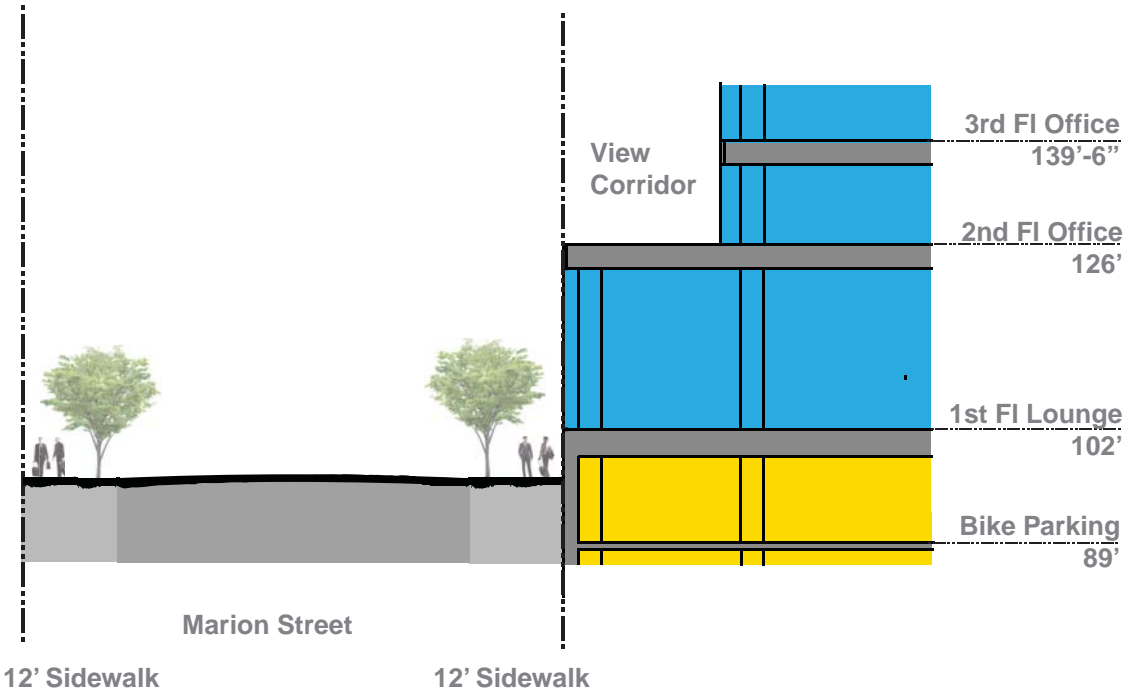
VIEW LOOKING NORTH DOWN 3RD AVENUE
(EYE LEVEL)



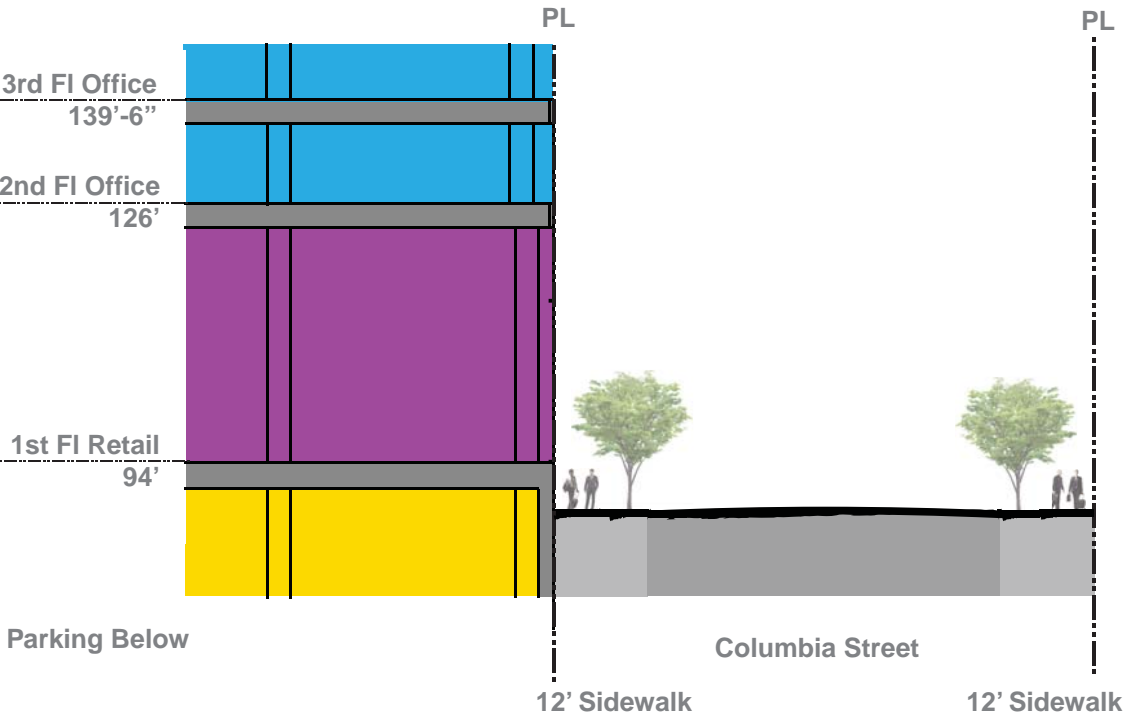
VIEW LOOKING EAST DOWN MARION STREET
(EYE LEVEL)



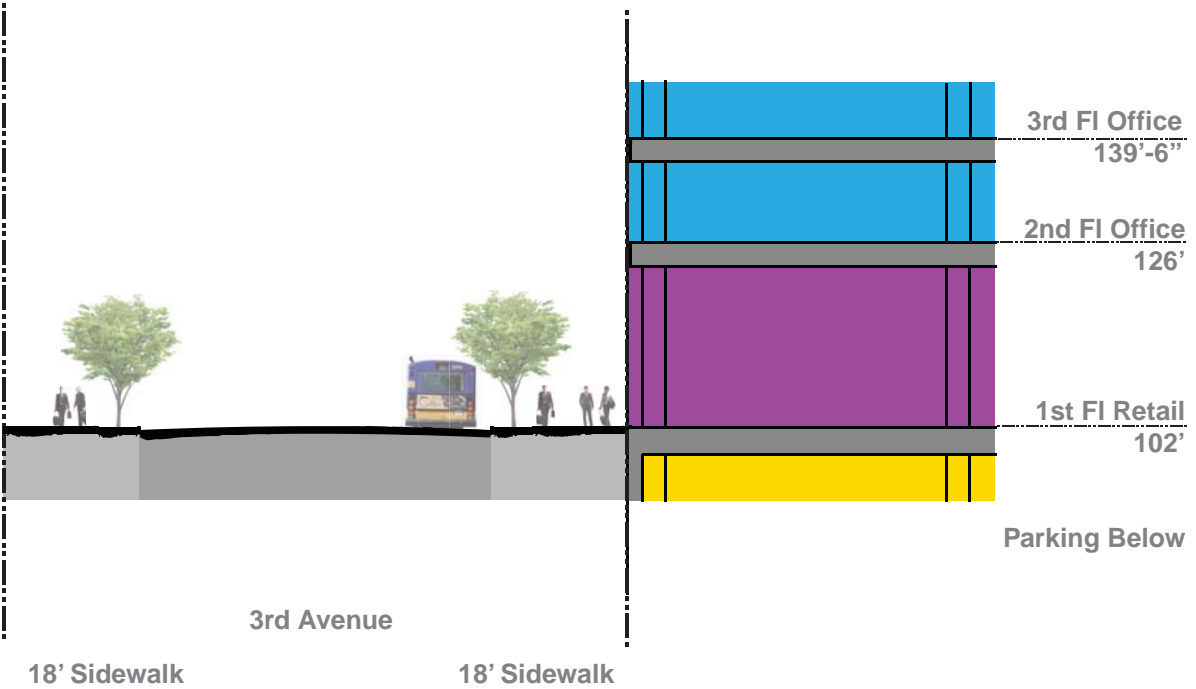
CONCEPT 2: CIVIC ENVELOPE



SECTION DIAGRAM @ MARION STREET

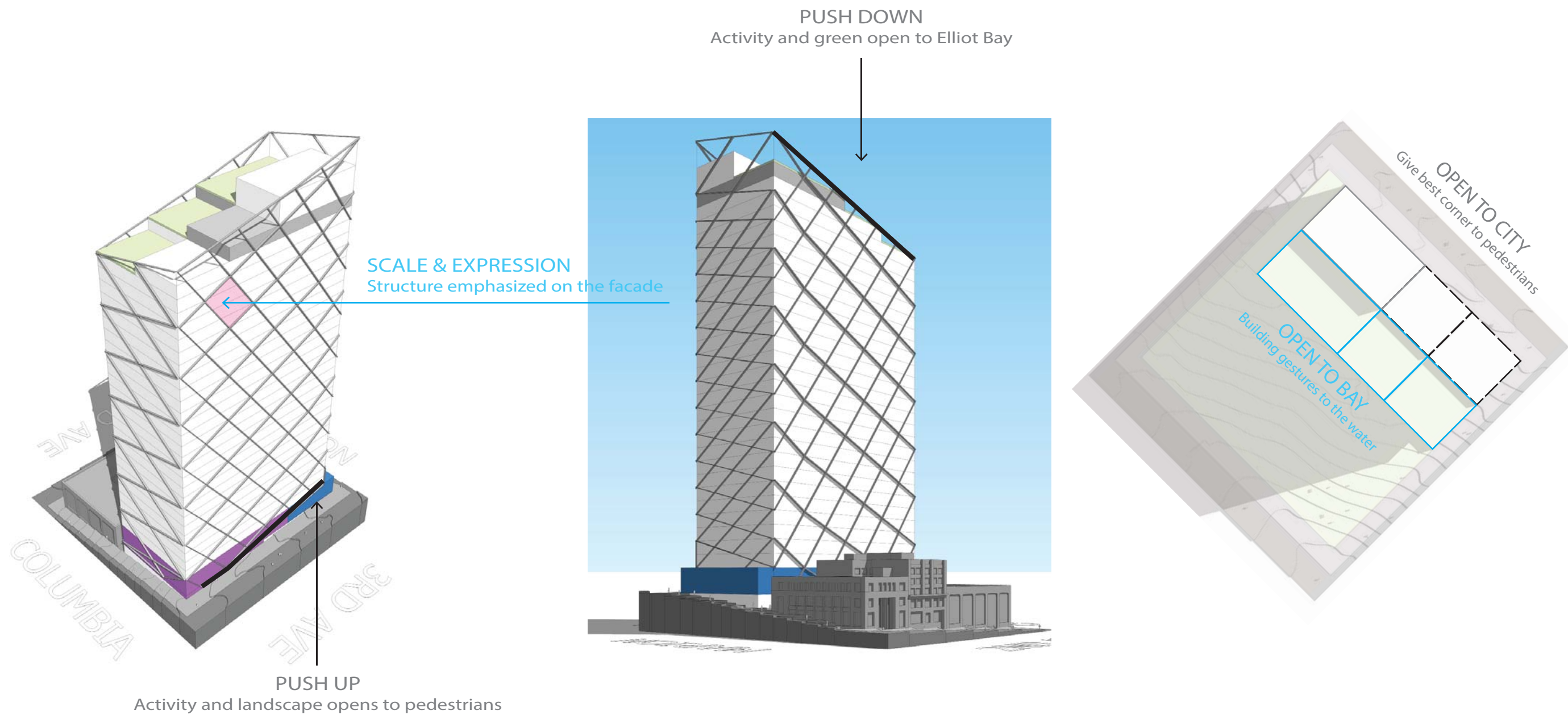


SECTION DIAGRAM @ COLUMBIA STREET



SECTION DIAGRAM @ 3RD AVENUE

CONCEPT 3: URBAN EDGES



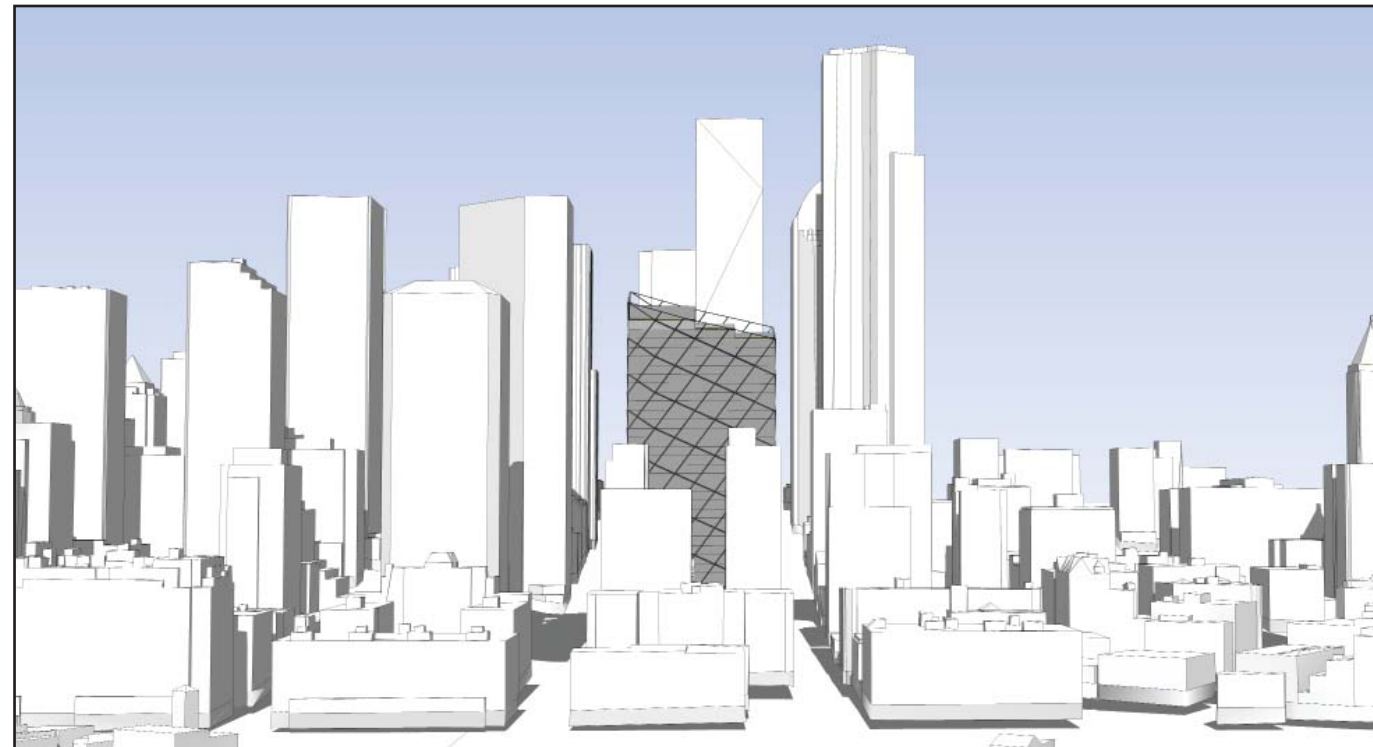
CONCEPT 3: Urban Edges

Concepts

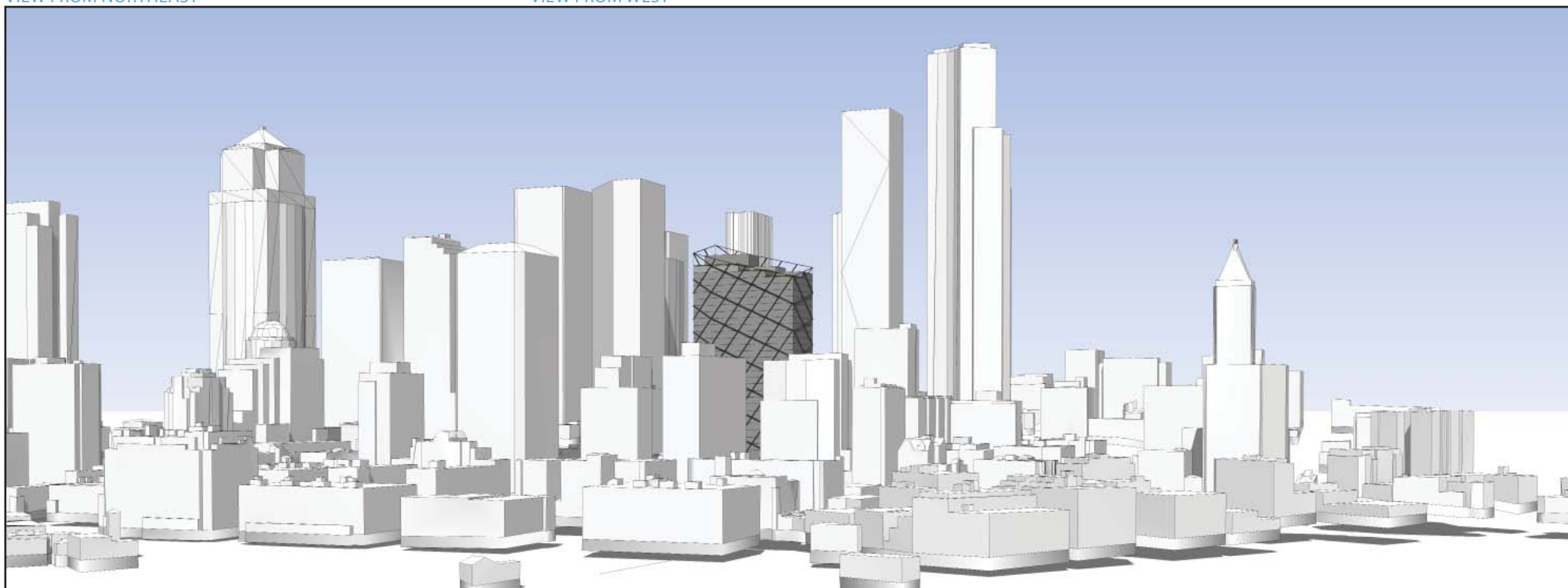
"Open" the building where it matters most
Multiple 60' scales that change with material and shadow
Unique, efficient, and reflective of how buildings work



VIEW FROM NORTHEAST



VIEW FROM WEST



VIEW FROM SOUTHWEST

CONCEPT 3: Urban Edges (Preferred)

Opportunities - Similar to Concept 2 but additionally:

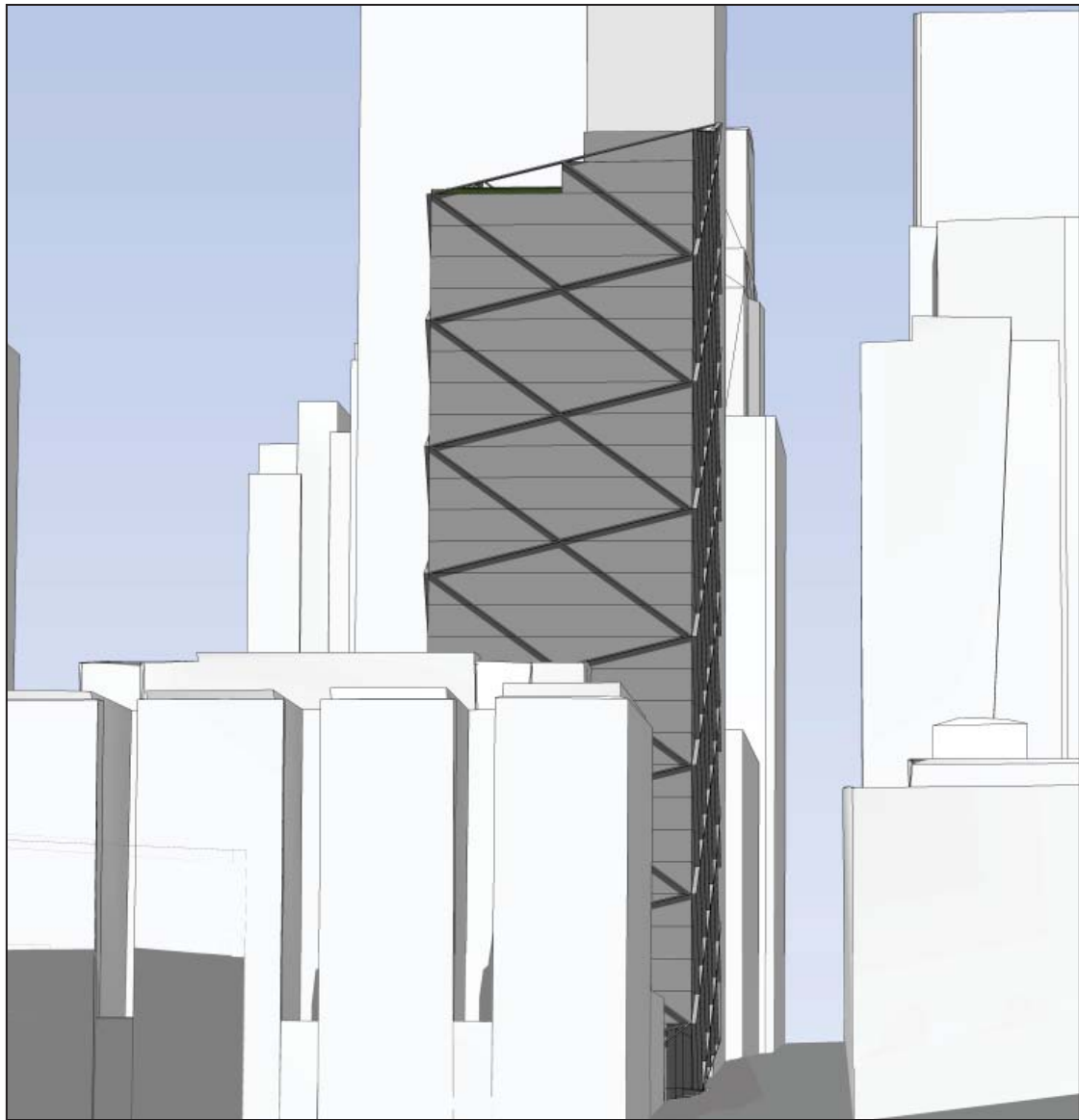
- o More dynamic and unified structural and massing expression
- o Building top steps towards bay and to lower height zone to the south which provides more distinct skyline profile
- o Continuous arcade feature along 3rd Avenue provides greater amount of sheltered circulation and entry zones

Constraints:

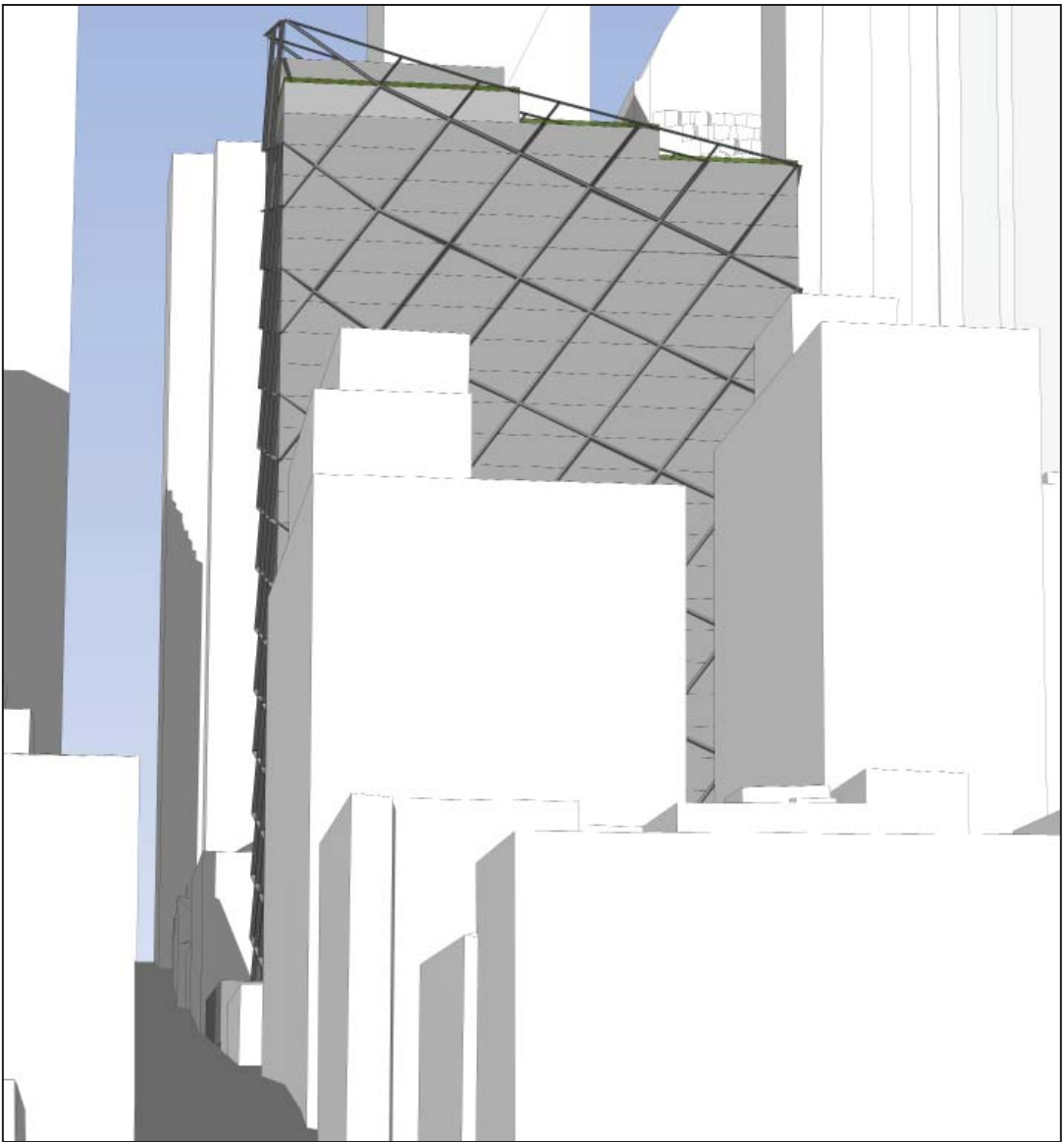
- o Requires departures to achieve design intent
- o Side core approach provides more visually open floor plates but introduces more opaque area at north facade

Departures

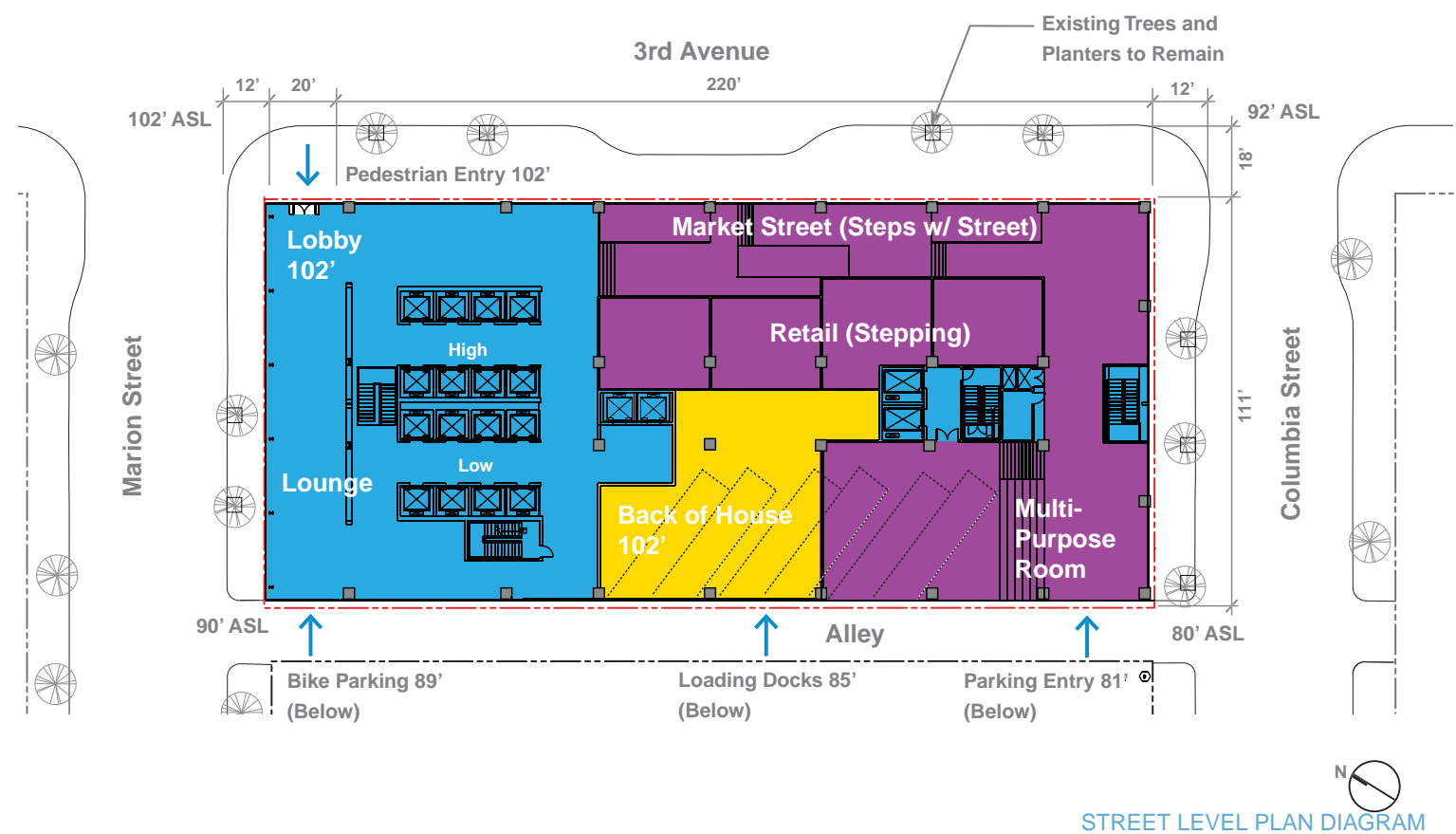
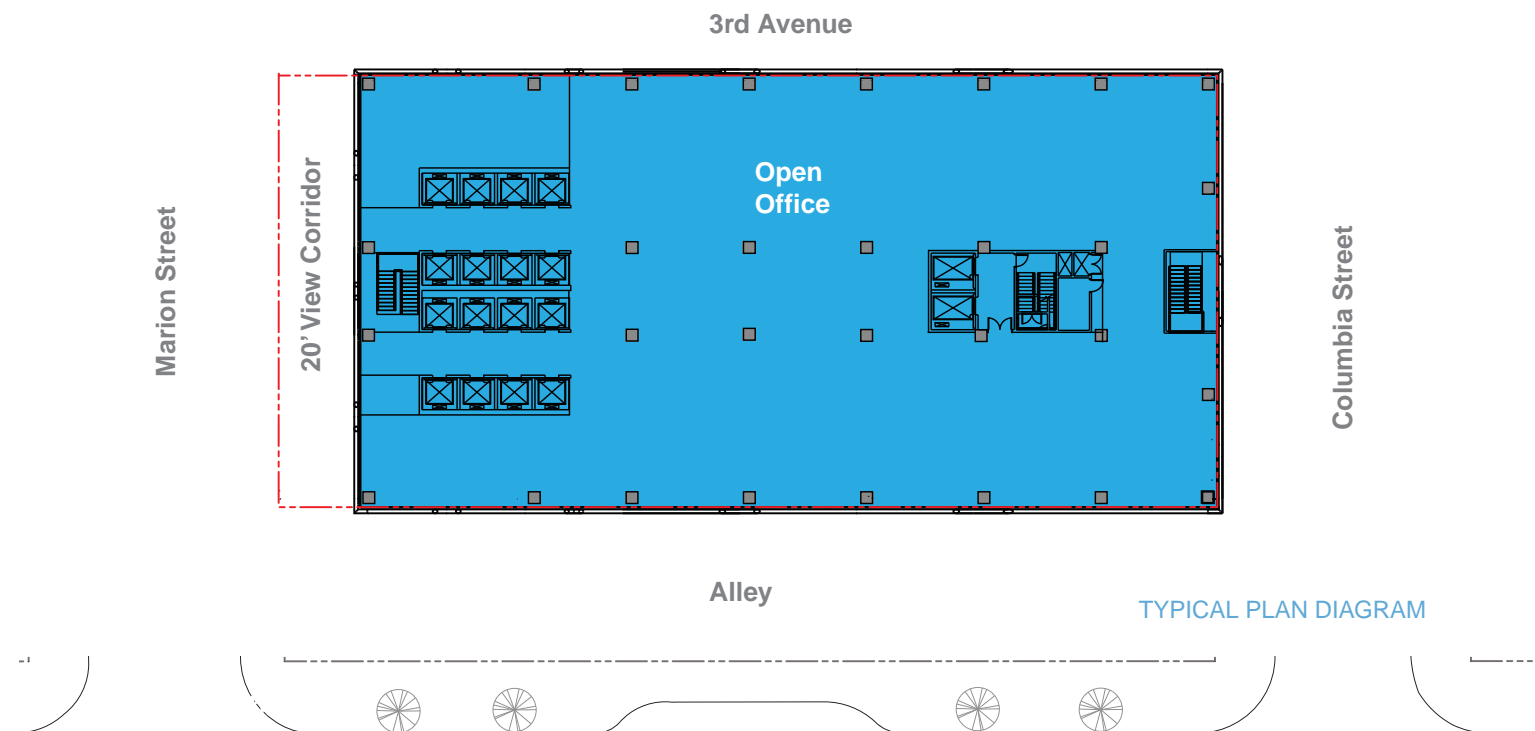
- o Facade Modulation SMC 23.49.058.C, Table A



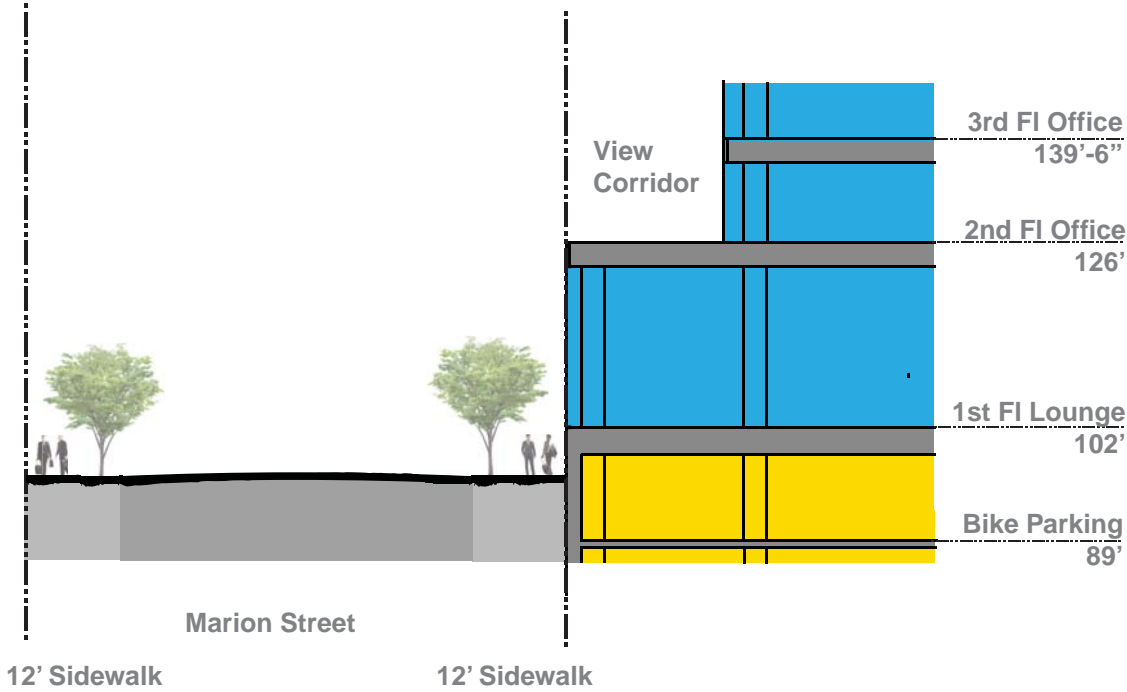
VIEW LOOKING NORTH DOWN 3RD AVENUE
(EYE LEVEL)



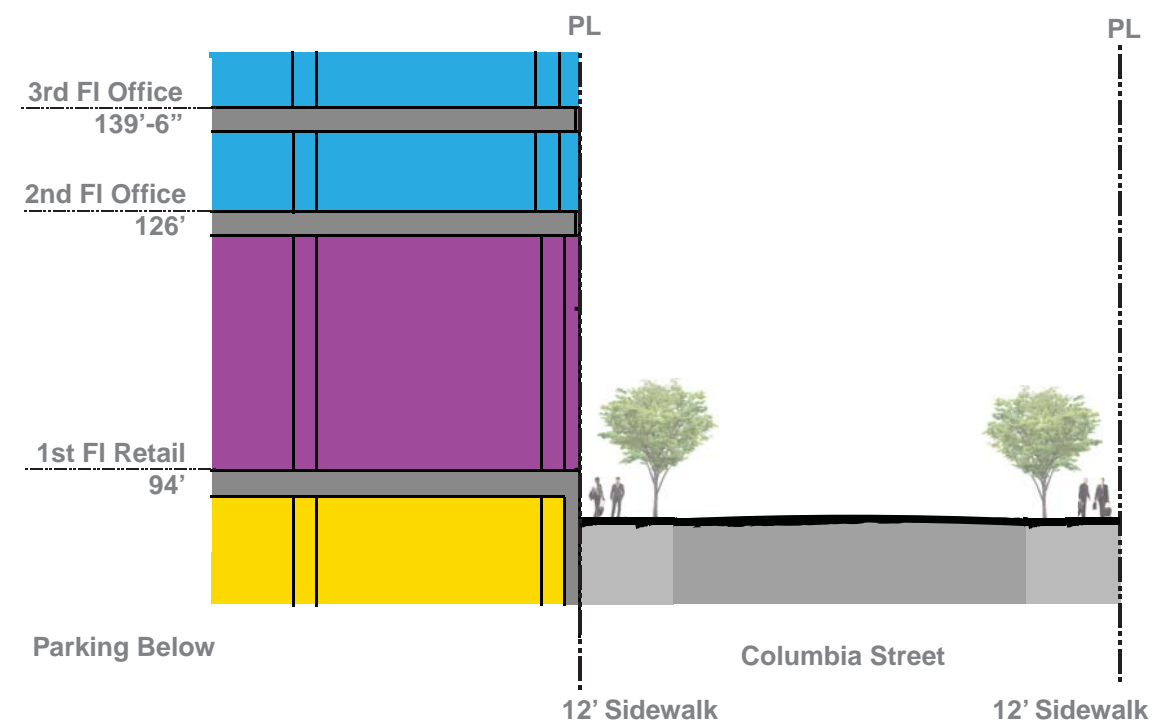
VIEW LOOKING EAST DOWN MARION STREET
(EYE LEVEL)



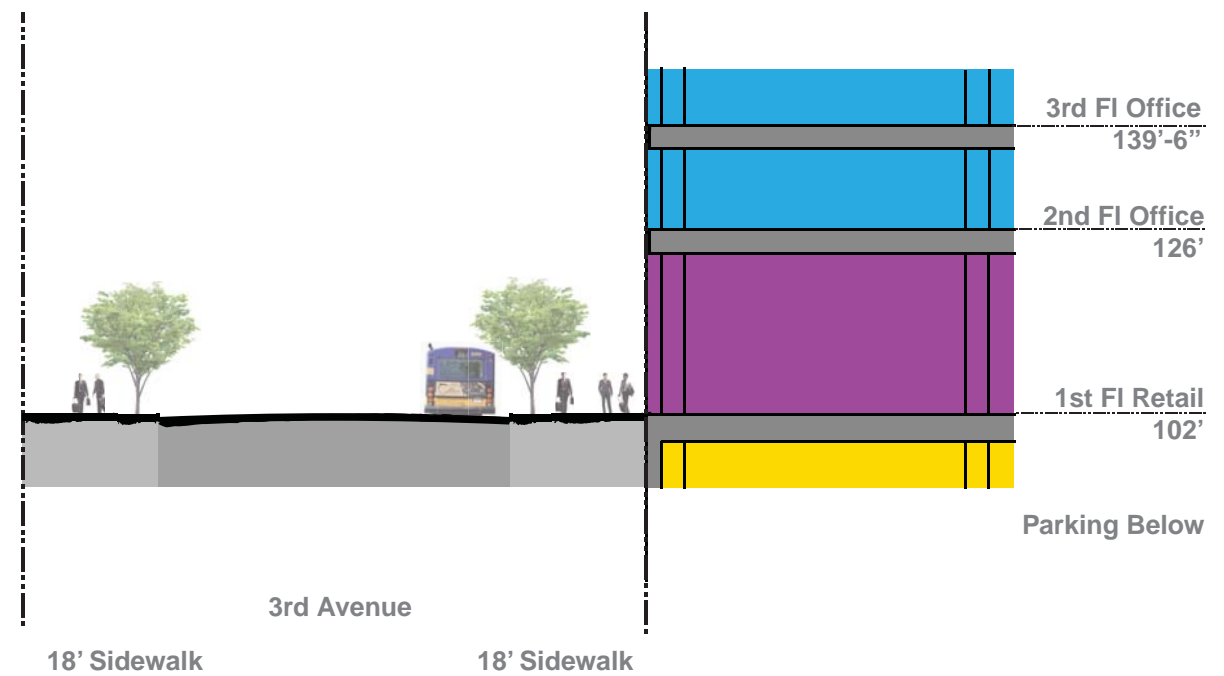
CONCEPT 3: URBAN EDGES



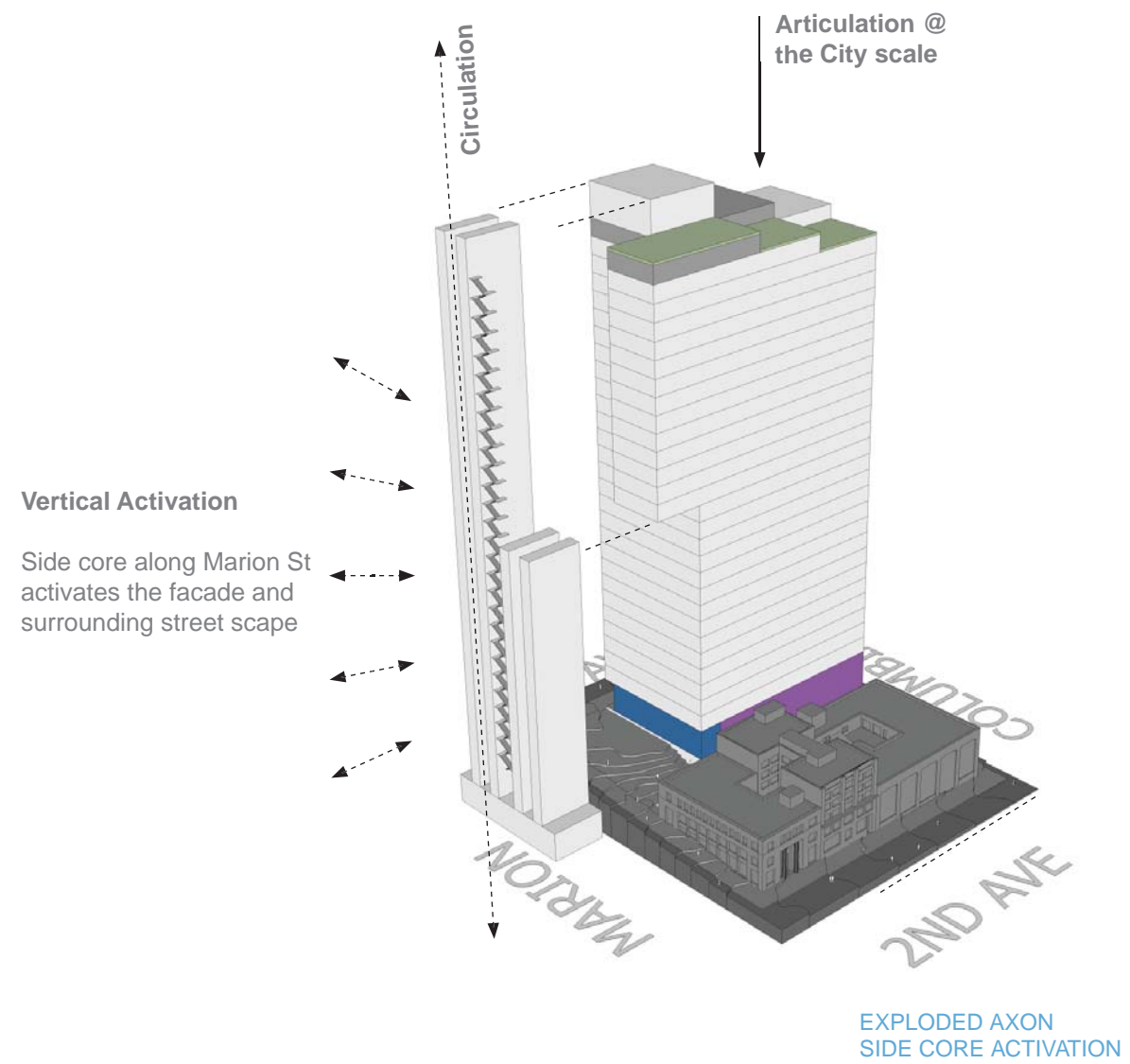
SECTION DIAGRAM @ MARION STREET



SECTION DIAGRAM @ COLUMBIA STREET



SECTION DIAGRAM @ 3RD AVENUE



ROOFTOP ARTICULATION AND ACTIVATION



STREET LEVEL ACTIVATION @3RD AVE AND MARION ST



SKYLINE ARTICULATION

MORNING (9AM)

NOON

AFTERNOON (3PM)

OPT. A



OPT. B



OPT. C PREFERRED



- *Departure #1...Facade Modulation Departure ...69*
- *Departure #2... Street Level Use at 3rd Avenue Departure ...70*

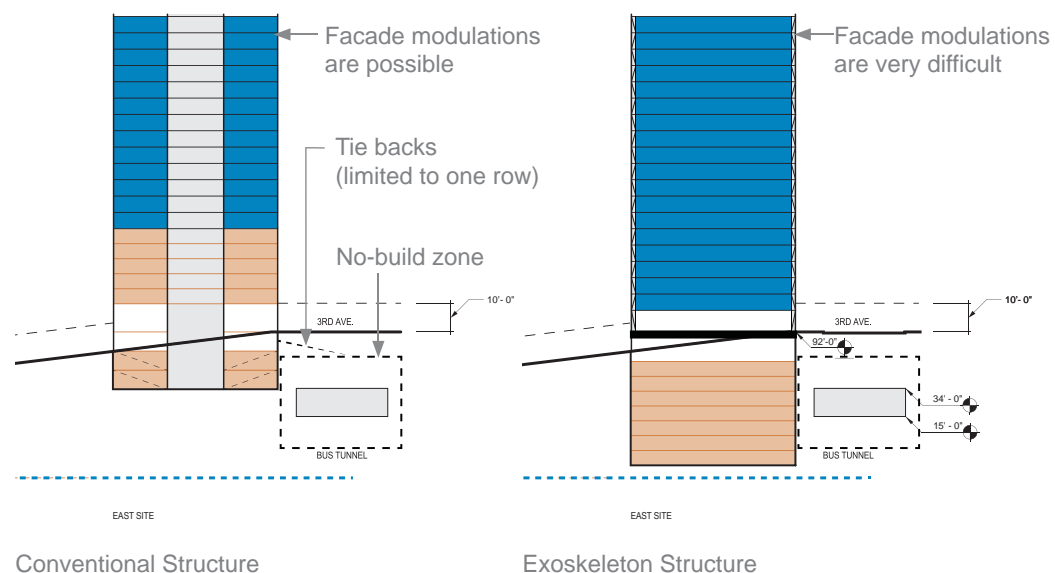


CHAPTER 7 : *Departures*

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FACADE MODULATION DEPARTURE REQUEST

Impact of shoring on facade modulation



Requirements for Facade Modulation

SMC 23.49.058.C, Table A

Maximum length of unmodulated facade within 15ft of street lot line:

No limit (0-85)

155ft (86-160)

125ft (161-240)

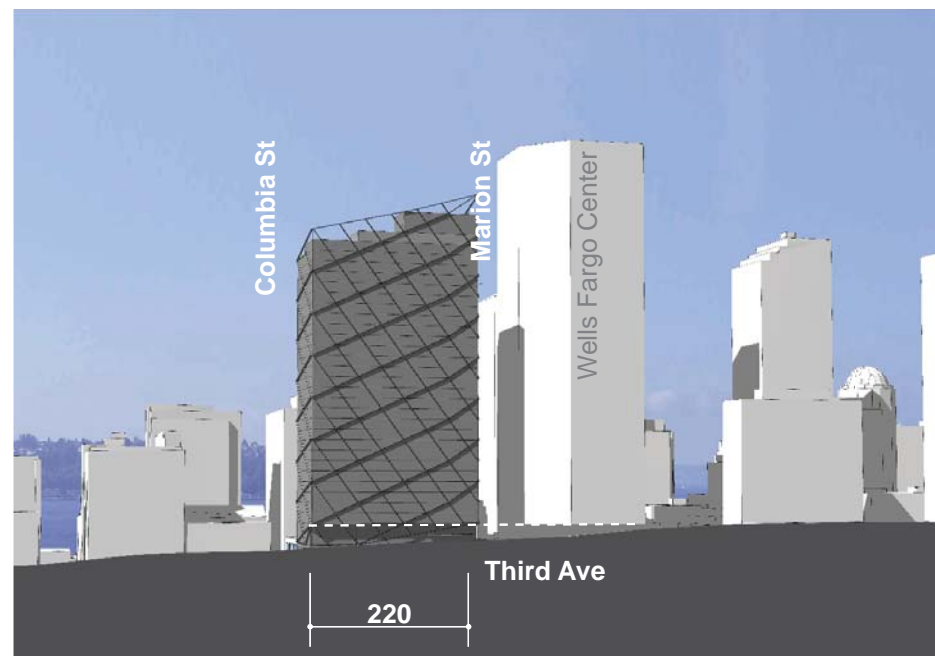
100ft (241-500)

Departure Request

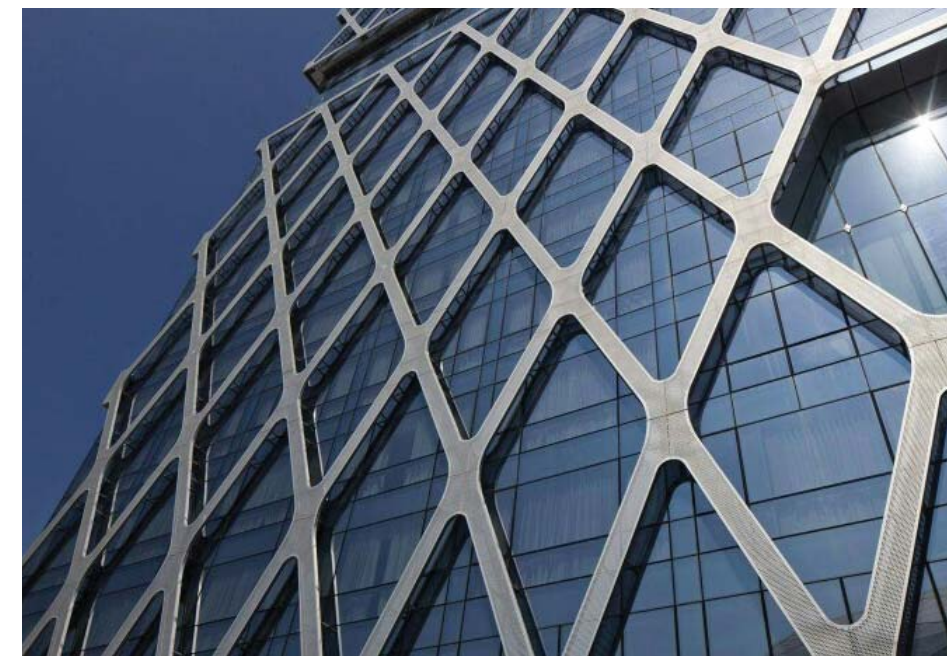
The preferred scheme will seek a departure from the Façade Modulation requirement on Third Ave and Columbia:

Design Support:

- Exo-structures, by definition, offer opportunities for expressive, *modulated* facade design. These structures emphasize harmonic rhythm, scale and grace.
- This dynamic structural texture better supports the intent of zoning stipulated modulation requirement than a prescriptive notch / setback, that would not relate to any neighboring structure. Rather the proposed design will present a clear unified design logic that will define a sense of place.

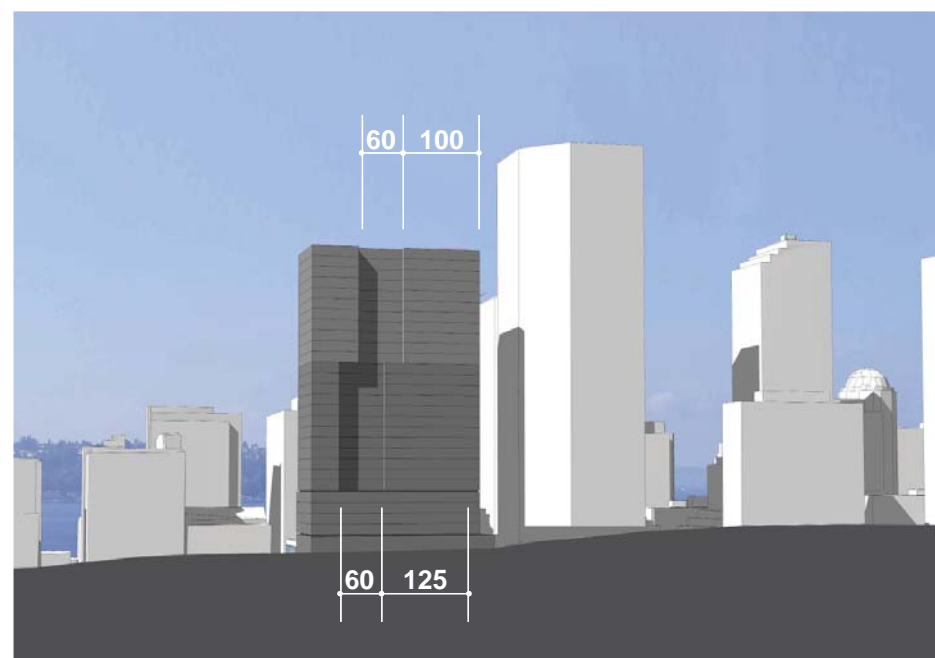


Proposed



Structural Expression Precedent

Unlike the *Zoning Compliant* model, exoskeleton structures require an exoskeleton frame that follows a co-planar, linear shape, i.e. a plan with no façade recesses or other geometric diversions.

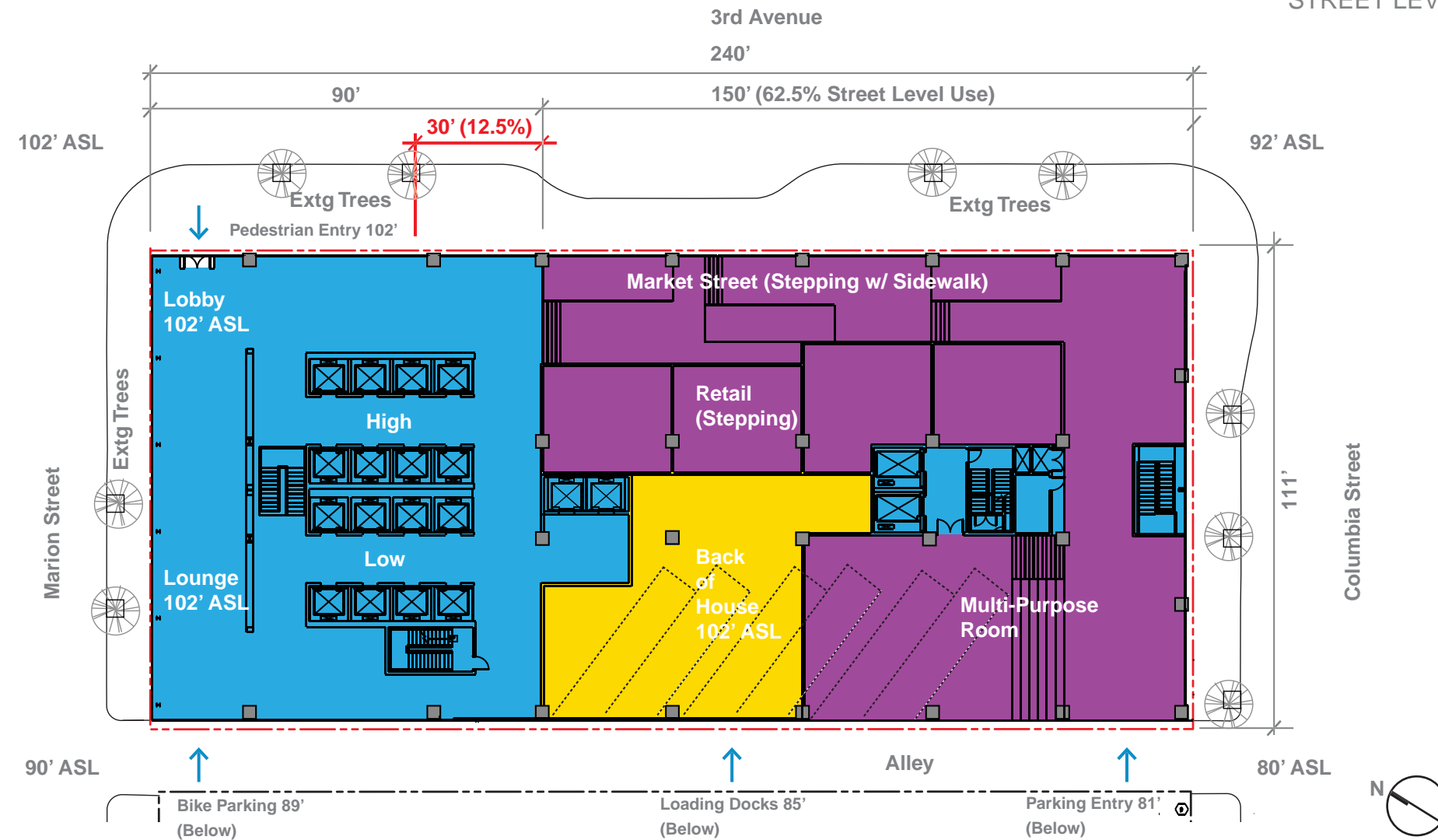


Zoning Compliant

Context

Third Avenue looking West

Facade Activation
Expressive Exoskeleton Structure



Requirements for Street Level Uses: SMC 23.49.009. 75% of the frontage along Third Ave. to meet the standards of the section.

Departure Request:

The preferred schemes will seek a departure for a reduction in the percentage of street level uses along 3rd Avenue, from the required 75% to 62%, or a 13% reduction.

Design Support:

- Access to the interior retail / market "street" would be shared with the lobby entry, which will activate the corner but requires more space for adequate circulation.
- Street level uses are not required on Columbia Street, although the planned retail zone is intended to wrap around and extend partially along Columbia; this trade-off helps to create a large contiguous extent of common retail space.

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